

NACOmatic

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GENERAL INFORMATION

This Airport/Facility Directory is a Civil Flight Information Publication published and distributed every eight weeks by the FAA Department of Transportation, National Aeronautical Navigation Services, Silver Spring, Maryland 20910. It is designed for use with Aeronautical Charts covering the conterminous United States, Puerto Rico and the Virgin Islands.

This directory contains all open to the public airports, seaplane bases and heliports, military facilities, and selected private use facilities specifically requested by the Department of Defense (DoD) for which a DoD Instrument Approach Procedure has been published in the U.S. Terminal Procedures Publication. Additionally, this directory contains communications data, navigational facilities and certain special notices and procedures.

Military data contained within this publication is provided by the National Geospatial-Intelligence Agency and is intended to provide reference data for military and/or joint civil/military airports. Not all military data contained in this publication is applicable to civil users.

CORRECTIONS, COMMENTS, AND/OR PROCUREMENT

CRITICAL information such as equipment malfunction, abnormal field conditions, hazards to flight, etc., should be reported as soon as possible to the nearest FAA facility, either in person or by reverse charge telephone call.

FOR AIRPORT SUPPLEMENT REVISIONS FORM VISIT WEB SITE: <http://nfdc.faa.gov/portal/airportchanges.do>

FAA, Aeronautical Information Services, ATO-R, Rm. 626
800 Independence Ave., SW
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Fax 202-267-5322
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NOTICE: Changes must be received by the Aeronautical Information Services as soon as possible but not later than the "cut-off" dates listed below to assure publication on the desired effective date.

Effective Date	Airport Information	Airspace Information*
	Cut-off date	Cut-off date
23 Sep 10	11 Aug 10	22 Jul 10
18 Nov 10	6 Oct 10	16 Sep 10
13 Jan 11	1 Dec 10	11 Nov 10
10 Mar 11	26 Jan 11	6 Jan 11
5 May 11	23 Mar 11	3 Mar 11
30 Jun 11	18 May 11	28 Apr 11

*Including changes to preferred routes and graphic depictions on charts.

FOR CHARTING ERRORS CONTACT:

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1305 East West Highway
Silver Spring, MD 20910-3281
Telephone 1-800-626-3677
Email 9-AMC-Aerochart@faa.gov

Frequently asked questions (FAQs) are answered on our website at <http://aeronav.faa.gov>.
See the FAQs prior to contact via toll free number.

FOR PROCUREMENT CONTACT:

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Telephone 1-800-638-8972
Fax 301-436-6829
or any authorized chart agent.

New or Changed Information—To alert users of new information or changes to information from the previous issue, a vertical line will be portrayed in the outside margin and extending the full length of the new and/or revised data. This will not apply to the front cover or the airport/facility directory listing.

This Airport/Facility Directory comprises part of the following sections of the United States Aeronautical Information Publication (AIP): GEN, ENR and AD.

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ABBREVIATIONS

The following abbreviations/acronyms are those commonly used within this Directory. Other abbreviations/acronyms may be found in the Legend and are not duplicated below. The abbreviations presented are intended to represent grammatical variations of the basic form. (Example—"req" may mean "request", "requesting", "requested", or "requests").

AAF	Army Air Field	byd	beyond
AB	Airbase	C	Commercial Circuit (Telephone)
abv	above	CGAF	Coast Guard Air Facility
ACC	Air Combat Command; Area Control Center	CGAS	Coast Guard Air Station
acft	aircraft	CIV	Civil
ADCC	Air Defense Control Center	clsd	closed
AER	approach end rwy	comd	command
AFB	Air Force Base	CONUS	Continental United States
AFHP	Air Force Heliport	CSTMS	Customs
afld	airfield	ctc	contact
AFOD	US Army Flight Operations Detachment	ctl	control
AFRC	Armed Forces Reserve Center/Air Force Reserve Command	dalgt	daylight
AFSS	Automated Flight Service Station	Dec	December
AG	Agriculture	DIAP	DoD Instrument Approach Procedure
A-GEAR	Arresting Gear	DoD	Department of Defense
AGL	above ground level	DSN	Defense Switching Network (Telephone)
AHP	Army heliport	dsplcd	displaced
ALS	Approach Light System	durn	duration
alt	altitude	eff	effective
AMC	Air Mobility Command	emerg	emergency
ANGS	Air National Guard Station	EOR	End of Runway
apch	approach	ETA	Estimated Time of Arrival
Apr	April	ETD	Estimated Time of Departure
APU	Auxiliary Power Unit	exc	except
ARB	Air Reserve Base	extd	extend
arpt	airport	FBO	fixed-base operator
ARS	Air Reserve Station	Feb	February
AS	Air Station	fld	field
ASDE-X	Airport Surface Detection Equipment—Model X	FLIP	Flight Information Publication
ASU	Aircraft Starting Unit	flt	flight
ATC	Air Traffic Control	flw	follow
ATCT	Airport Traffic Control Tower	Fri	Friday
Aug	August	FSS	Flight Service Station
AUW	All Up Weight (gross weight)	GA	glide angle
avbl	available	GCA	Ground Controlled Approach
bcn	beacon	GS	glide slope
blo	below	haz	hazard
		HQ	Headquarters

CONTINUED ON NEXT PAGE

CONTINUED FROM PRECEDING PAGE

hr	hour	npi	non precision instrument
IAP	Instrument Approach Procedure	NS ABTMT	Noise Abatement
ICAO	International Civil Aviation Organization	NSTD	nonstandard
IFR	Instrument Flight Rules	ntc	notice
ILS	Instrument Landing System	obsn	observation
IM	Inner Marker	Oct	October
IMG	Immigration	OLF	Outlying Field
incr	increase	opr	operate, operator, operational
indef	indefinite	ops	operations
ints	intensity	OTS	out of service
invo	in the vicinity of	ovrn	overrun
IMC	Instrument Meteorological Conditions	PAEW	personnel and equipment working
Jan	January	pat	pattern
JASU	Jet Aircraft Starting Unit	p-line	power line
JOAP	Joint Oil Analysis Program	PMSV	Pilot-to-Metro Service
JOSAC	Joint Operational Support Airlift Center	POL	Petrol, Oils and Lubricants
JRB	Joint Reserve Base	PPR	prior permission required
Jul	July	PRM	Precision Runway Monitoring
Jun	June	PTD	Pilot to Dispatcher
Kt	Knots	RAMCC	Regional Air Movement Control Center
LAA	Local Airport Advisory	req	request
LAHSO	Land and Hold Short Operations	rgt tfc	right traffic
lbs	pounds	RON	Remain Overnight
ldg	landing	rqr	require
Igtd	lighted	rstd	restricted
Igts	lights	RSRS	reduced same runway separation
LMM	Compass locator at Middle Marker ILS	rwy	runway
LOC	Localizer	Sat	Saturday
LOM	Compass locator at Outer Marker ILS	SELF	Strategic Expeditionary Landing Field
ltd	limited	Sep	September
MACC	Military Area Control Center	SFA	Single Frequency Approach
Mar	March	sfc	surface
MCAF	Marine Corps Air Facility	SFRA	Special Flight Rules Area
MCALF	Marine Corps Auxiliary Landing Field	SOAP	Spectrometric Oil Analysis Program
MCAS	Marine Corps Air Station	SOF	Supervisor of Flying
MCB	Marine Corps Base	SPB	Seaplane Base
med	medium	SR	sunrise
METRO	Pilot-to-Metro voice call	SS	sunset
Mil	military	std	standard
min	minute	Sun	Sunday
MLS	Microwave Landing System	svc	service
MM	Middle Marker of ILS	tfc	traffic
Mon	Monday	thld	threshold
MP	Maintenance Period	Thu	Thursday
MSL	mean sea level	tkf	take-off
MSAW	minimum safe altitude warning	tmpry	temporary
NAAS	Naval Auxiliary Air Station	tran	transient
NADC	Naval Air Development Center	Tue	Tuesday
NADEP	Naval Air Depot	twr	tower
NAEC	Naval Air Engineering Center	twy	taxiway
NAES	Naval Air Engineering Station	UC	Under Construction
NAF	Naval Air Facility	USA	United States Army
NALCO	Naval Air Logistics Control Office	USAF	United States Air Force
NALO	Navy Air Logistics Office	USCG	United States Coast Guard
NALF	Naval Auxiliary Landing Field	USN	United States Navy
NAS	Naval Air Station	V	Defense Switching Network (telephone, formerly AUTOVON)
NAWC	Naval Air Warfare Center	VFR	Visual Flight Rules
NAWS	Naval Air Weapons Station	VIP	Very Important Person
ngt	night	VMC	Visual Meteorological Conditions
NOLF	Naval Outlying Field	Wed	Wednesday
Nov	November	wx	weather

SAMPLE

1 2 3 4 5 6 7 8

CITY NAME
AIRPORT NAME (ALTERNATE NAME) (LTS) (KLTS) CIV/MIL 3 N UTC-6(-5DT) N34°41.93' W99°20.20' JACKSONVILLE

200 B S4 FUEL 100 OX 1 TPA-1000(800) AOE Class IV, ARFF Index A NOTAM FILE ORL Not insp. COPTER
 11 12 13 14 15 16 17 18 19 20 H-46, L-19C IAP, DIAP, AD

21 → RWY 18-36: H12004X200 (ASPH-CONC-GRVD)
 S-90, D-160, 2D-300 PCN 80 R/B/W/T HIRL CL
 RWY 18: LDIN: MALSF. TDZL. REIL. PAPI(P2R)—GA 3.0° TCH 36'.
 Thld dsplcd 300'. Trees. Rgt tfe. 0.3% up.
 RWY 36: ALSF1. 0.4% down.
 RWY 09-27: H6000X150 (ASPH) MIRL
 RWY 173-353: H3515X150 (ASPH-PFC) AUW PCN 59 F/A/W/T

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 18	09-27	6500
RWY 36	09-27	5400

RUNWAY DECLARED DISTANCE INFORMATION

RWY 18: TORA-12004 TODA-12704 ASDA-11704 LDA-11504
 RWY 36: TORA-12004 TODA-12004 ASDA-12004 LDA-11704

22 → **ARRESTING GEAR/SYSTEM**
 RWY 18 → HOOK E5 (65' OVRN) BAK-14 BAK-12B (1650')
 BAK-14 BAK-12 (B) (1087') HOOK E5 (74' OVRN) ← RWY 36

23 → **MILITARY SERVICE: A-GEAR** E-5 connected on dep end, disconnected on apch end. JASU 3(AM32A-60) 2(A/M32A-86)

24 →

25 → FUEL J8(Mil) (NC-100, A) FLUID W SP PRESAIR LOX ← 26

OIL O-128 TRAN ALERT Avbl 1300-0200Z†, svc limited weekends.

27 28

29 → **AIRPORT REMARKS:** Special Air Traffic Rules—Part 93, see Regulatory Notices. Attended 1200-0300Z†. Parachute Jumping. Deer invov arpt. Heavy jumbo jet training surface to 9000'. Twy A clsd indef. Flight Notification Service (ADCUS) avbl.

30 → **MILITARY REMARKS:** ANG PPR/Official Business Only. Base OPS DSN 638-4390, C503-335-4222. Ctc Base OPS 15 minutes prior to ldg and after dep. Limited tran parking.

31 → **WEATHER DATA SOURCES:** AWOS-1 120.3 (202) 426-8000. LLWAS.

32 → **COMMUNICATIONS:** SFA ATIS 127.25 273.5 (202) 426-8003 UNICOM 122.95 PTD 372.2
 NAME FSS (ORL) on arpt. 123.65 122.65 122.2
 NAME RCO 112.2T 112.1R (NAME RADIO)
 NAME APP/DEP CON 128.35 257.725 (1200-0400Z†)
 TOWER 119.65 255.6 (1200-0400Z†) GND CON 121.7 GCO 135.075 (ORLANDO CLNC) CLNC DEL 125.55
 NAME COMD POST (GERONIMO) 311.0 321.4 6761 PMSV METRO 239.8 NAME OPS 257.5

33 → **AIRSPACE:** CLASS B See VFR Terminal Area Chart.

34 → **RADIO AIDS TO NAVIGATION:** NOTAM FILE ORL. VHF/DF etc FSS.
 (H) VORTAC 112.2 MCO Chan 59 N28°32.55' W81°20.12' at fld. 1110/8E.
 (H) TACAN Chan 29 CBU (109.2) N28°32.65' W81°21.12' at fld. 1115/8E.
 HERNY NDB (LOM) 221 OR N28°37.40' W81°21.05' 177° 5.4 NM to fld.
 ILS/DME 108.5 I-ORL Chan 22 Rwy 18. Class IIE. LOM HERNY NDB.
 ASR/PAR (1200-0400Z†)

35 → **COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not avbl at twr.

HELIPAD H1: H100X75 (ASPH)
 HELIPAD H2: H60X60 (ASPH)
 HELIPORT REMARKS: Helipad H1 lctd on general aviation side and H2 lctd on air carrier side of arpt.

187 TPA 1000(813)
 WATERWAY 15-33: 5000X425 (WATER)
 SEAPLANE REMARKS: Birds roosting and feeding areas along river banks. Seaplanes operating adjacent to SW side of arpt not visible from twr and are required to ctc twr.

1

All bearings and radials are magnetic unless otherwise specified.
 All mileages are nautical unless otherwise noted.
 All times are Coordinated Universal Time (UTC) except as noted.
 All elevations are in feet above/below Mean Sea Level (MSL) unless otherwise noted.
 The horizontal reference datum of this publication is North American Datum of 1983 (NAD83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).

10

SKETCH LEGEND

RUNWAYS/LANDING AREAS

Hard Surfaced	
Metal Surface	
Sod, Gravel, etc.	
Light Plane,	
Ski Landing Area or Water	
Under Construction	
Closed	
Helicopter Landings Area	
Displaced Threshold	
Taxiway, Apron and Stopways . .	

MISCELLANEOUS BASE AND CULTURAL FEATURES

Buildings	
Power Lines	
Fence	
Towers	
Tanks	
Oil Well	
Smoke Stack	
Obstruction	
Controlling Obstruction	
Trees	
Populated Places	
Cuts and Fills	
Cliffs and Depressions	
Ditch	
Hill	

RADIO AIDS TO NAVIGATION

VORTAC		VOR	
VOR/DME		NDB	
TACAN		NDB/DME	

MISCELLANEOUS AERONAUTICAL FEATURES

Airport Beacon	
Wind Cone	
Landing Tee	
Tetrahedron	
Control Tower	

APPROACH LIGHTING SYSTEMS

A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A1) Negative symbology, e.g., (A1) indicates Pilot Controlled Lighting (PCL).

Runway Centerline Lighting	
(A) Approach Lighting System ALSF-2 . .	
(A1) Approach Lighting System ALSF-1 . .	
(A2) Short Approach Lighting System SALS/SALSF	
(A3) Simplified Short Approach Lighting System (SSALR) with RAIL	
(A4) Medium Intensity Approach Lighting System (MALS and MALSF)/(SSALS and SSALF)	
(A5) Medium Intensity Approach Lighting System (MALSR) and RAIL	
(Y) Omnidirectional Approach Lighting System (ODALS)	
(D) Navy Parallel Row and Cross Bar . .	
(F) Air Force Overrun	
(V) Visual Approach Slope Indicator with Standard Threshold Clearance provided	
(V2) Pulsating Visual Approach Slope Indicator (PVASI)	
(V3) Visual Approach Slope Indicator with a threshold crossing height to accommodate long bodied or jumbo aircraft	
(V4) Tri-color Visual Approach Slope Indicator (TRCV)	
(V5) Approach Path Alignment Panel (APAP)	
(P) Precision Approach Path Indicator (PAPI)	

LEGEND

This directory is a listing of data on record with the FAA on all open to the public airports, military facilities and selected private use facilities specifically requested by the Department of Defense (DoD) for which a DoD Instrument Approach Procedure has been published in the U.S. Terminal Procedures Publication. Additionally this listing contains data for associated terminal control facilities, air route traffic control centers, and radio aids to navigation within the conterminous United States, Puerto Rico and the Virgin Islands. Joint civil/military and civil airports are listed alphabetically by state, associated city and airport name and cross-referenced by airport name. Military facilities are listed alphabetically by state and official airport name and cross-referenced by associated city name. Navajids, flight service stations and remote communication outlets that are associated with an airport, but with a different name, are listed alphabetically under their own name, as well as under the airport with which they are associated.

The listing of an open to the public airport in this directory merely indicates the airport operator's willingness to accommodate transient aircraft, and does not represent that the facility conforms with any Federal or local standards, or that it has been approved for use on the part of the general public. Military and private use facilities published in this directory are open to civil pilots at an emergency or with prior permission. See Special Notice Section, Civil Use of Military Fields.

The information on obstructions is taken from reports submitted to the FAA. Obstruction data has not been verified in all cases. Pilots are cautioned that objects not indicated in this tabulation (or on the airports sketches and/or charts) may exist which can create a hazard to flight operation. Detailed specifics concerning services and facilities tabulated within this directory are contained in the Aeronautical Information Manual, Basic Flight Information and ATC Procedures.

The legend items that follow explain in detail the contents of this Directory and are keyed to the circled numbers on the sample on the preceding pages.

① CITY/AIRPORT NAME

Civil and joint civil/military airports and facilities in this directory are listed alphabetically by state and associated city. Where the city name is different from the airport name the city name will appear on the line above the airport name. Airports with the same associated city name will be listed alphabetically by airport name and will be separated by a dashed rule line. A solid rule line will separate all others. FAA approved helipads and seaplane landing areas associated with a land airport will be separated by a dotted line. Military airports are listed alphabetically by state and official airport name.

② ALTERNATE NAME

Alternate names, if any, will be shown in parentheses.

③ LOCATION IDENTIFIER

The location identifier is a three or four character FAA code followed by a four-character ICAO code assigned to airports. ICAO codes will only be published at joint civil/military, and military facilities. If two different military codes are assigned, both codes will be shown with the primary operating agency's code listed first. These identifiers are used by ATC in lieu of the airport name in flight plans, flight strips and other written records and computer operations. Zeros will appear with a slash to differentiate them from the letter "O".

④ OPERATING AGENCY

Airports within this directory are classified into two categories, Military/Federal Government and Civil airports open to the general public, plus selected private use airports. The operating agency is shown for military, private use and joint civil/military airports. The operating agency is shown by an abbreviation as listed below. When an organization is a tenant, the abbreviation is enclosed in parenthesis. No classification indicates the airport is open to the general public with no military tenant.

A	US Army	MC	Marine Corps
AFRC	Air Force Reserve Command	N	Navy
AF	US Air Force	NAF	Naval Air Facility
ANG	Air National Guard	NAS	Naval Air Station
AR	US Army Reserve	NASA	National Air and Space Administration
ARNG	US Army National Guard	P	US Civil Airport Wherein Permit Covers
CG	US Coast Guard		Use by Transient Military Aircraft
CIV/MIL	Joint Use Civil/Military	PVT	Private Use Only (Closed to the Public)
DND	Department of National Defense Canada		

⑤ AIRPORT LOCATION

Airport location is expressed as distance and direction from the center of the associated city in nautical miles and cardinal points, e.g., 4 NE.

⑥ TIME CONVERSION

Hours of operation of all facilities are expressed in Coordinated Universal Time (UTC) and shown as "Z" time. The directory indicates the number of hours to be subtracted from UTC to obtain local standard time and local daylight saving time UTC-5(-4DT). The symbol ‡ indicates that during periods of Daylight Saving Time effective hours will be one hour earlier than shown. In those areas where daylight saving time is not observed the (-4DT) and ‡ will not be shown. Daylight saving time is in effect from 0200 local time the second Sunday in March to 0200 local time the first Sunday in November. Canada and all U.S. Conterminous States observe daylight saving time except Arizona and Puerto Rico, and the Virgin Islands. If the state observes daylight saving time and the operating times are other than daylight saving times, the operating hours will include the dates, times and no ‡ symbol will be shown, i.e., April 15-Aug 31 0630-1700Z, Sep 1-Apr 14 0600-1700Z.

⑦ GEOGRAPHIC POSITION OF AIRPORT—AIRPORT REFERENCE POINT (ARP)

Positions are shown as hemisphere, degrees, minutes and hundredths of a minute and represent the approximate geometric center of all usable runway surfaces.

⑧ CHARTS

Charts refer to the Sectional Chart and Low and High Altitude Enroute Chart and panel on which the airport or facility is located. Helicopter Chart locations will be indicated as COPTER. IFR Gulf of Mexico West and IFR Gulf of Mexico Central will be depicted as GOMW and GOMC.

⑨ INSTRUMENT APPROACH PROCEDURES, AIRPORT DIAGRAM

IAP indicates an airport for which a prescribed (Public Use) FAA Instrument Approach Procedure has been published. DIAP indicates an airport for which a prescribed DoD Instrument Approach Procedure has been published in the U.S. Terminal Procedures. See the Special Notice Section of this directory, Civil Use of Military Fields and the Aeronautical Information Manual 5-4-5 Instrument Approach Procedure Charts for additional information. AD indicates an airport for which an airport diagram has been published. Airport diagrams are located in the back of each A/FD volume alphabetically by associated city and airport name.

⑩ AIRPORT SKETCH

The airport sketch, when provided, depicts the airport and related topographical information as seen from the air and should be used in conjunction with the text. It is intended as a guide for pilots in VFR conditions. Symbology that is not self-explanatory will be reflected in the sketch legend. The airport sketch will be oriented with True North at the top. Airport sketches will be added incrementally.

⑪ ELEVATION

The highest point of an airport's usable runways measured in feet from mean sea level. When elevation is sea level it will be indicated as "00". When elevation is below sea level a minus "-" sign will precede the figure.

⑫ ROTATING LIGHT BEACON

B indicates rotating beacon is available. Rotating beacons operate sunset to sunrise unless otherwise indicated in the AIRPORT REMARKS or MILITARY REMARKS segment of the airport entry.

⑬ SERVICING—CIVIL

S1: Minor airframe repairs.	S5: Major airframe repairs.
S2: Minor airframe and minor powerplant repairs.	S6: Minor airframe and major powerplant repairs.
S3: Major airframe and minor powerplant repairs.	S7: Major powerplant repairs.
S4: Major airframe and major powerplant repairs.	S8: Minor powerplant repairs.

⑭ FUEL

CODE	FUEL	CODE	FUEL
80	Grade 80 gasoline (Red)	B+	Jet B, Wide-cut, turbine fuel with FS-II*, FP** minus 50° C.
100	Grade 100 gasoline (Green)	J4 (JP4)	(JP-4 military specification) FP** minus 58° C.
100LL	100LL gasoline (low lead) (Blue)	J5 (JP5)	(JP-5 military specification) Kerosene with FS-11, FP** minus 46° C.
115	Grade 115 gasoline (115/145 military specification) (Purple)	J8 (JP8)	(JP-8 military specification) Jet A-1, Kerosene with FS-II*, FP** minus 47° C.
A	Jet A, Kerosene, without FS-II*, FP** minus 40° C.	J8+100	(JP-8 military specification) Jet A-1, Kerosene with FS-II*, FP** minus 47° C, with-fuel additive package that improves thermo stability characteristics of JP-8.
A+	Jet A, Kerosene, with FS-II*, FP** minus 40° C.	J	(Jet Fuel Type Unknown)
A1	Jet A-1, Kerosene, without FS-II*, FP** minus 47° C.	MOGAS	Automobile gasoline which is to be used as aircraft fuel.
A1+	Jet A-1, Kerosene with FS-II*, FP** minus 47° C.		
B	Jet B, Wide-cut, turbine fuel without FS-II*, FP** minus 50° C.		

*(Fuel System Icing Inhibitor)

** (Freeze Point)

NOTE: Certain automobile gasoline may be used in specific aircraft engines if a FAA supplemental type certificate has been obtained. Automobile gasoline, which is to be used in aircraft engines, will be identified as "MOGAS", however, the grade/type and other octane rating will not be published.

Data shown on fuel availability represents the most recent information the publisher has been able to acquire. Because of a variety of factors, the fuel listed may not always be obtainable by transient civil pilots. Confirmation of availability of fuel should be made directly with fuel suppliers at locations where refueling is planned.

⑮ OXYGEN—CIVIL

OX 1 High Pressure	OX 3 High Pressure—Replacement Bottles
OX 2 Low Pressure	OX 4 Low Pressure—Replacement Bottles

⑯ TRAFFIC PATTERN ALTITUDE

Traffic Pattern Altitude (TPA)—The first figure shown is TPA above mean sea level. The second figure in parentheses is TPA above airport elevation. Multiple TPA shall be shown as "TPA—See Remarks" and detailed information shall be shown in the Airport or Military Remarks Section. Traffic pattern data for USAF bases, USN facilities, and U.S. Army airports (including those on which ACC or U.S. Army is a tenant) that deviate from standard pattern altitudes shall be shown in Military Remarks.

⑪ AIRPORT OF ENTRY, LANDING RIGHTS, AND CUSTOMS USER FEE AIRPORTS

U.S. CUSTOMS USER FEE AIRPORT—Private Aircraft operators are frequently required to pay the costs associated with customs processing.

AOE—Airport of Entry. A customs Airport of Entry where permission from U.S. Customs is not required to land. However, at least one hour advance notice of arrival is required.

LRA—Landing Rights Airport. Application for permission to land must be submitted in advance to U.S. Customs. At least one hour advance notice of arrival is required.

NOTE: Advance notice of arrival at both an AOE and LRA airport may be included in the flight plan when filed in Canada or Mexico. Where Flight Notification Service (ADCUS) is available the airport remark will indicate this service. This notice will also be treated as an application for permission to land in the case of an LRA. Although advance notice of arrival may be relayed to Customs through Mexico, Canada, and U.S. Communications facilities by flight plan, the aircraft operator is solely responsible for ensuring that Customs receives the notification. (See Customs, Immigration and Naturalization, Public Health and Agriculture Department requirements in the International Flight Information Manual for further details.)

US Customs Air and Sea Ports, Inspectors and Agents

Northeast Sector (New England and Atlantic States—ME to MD)

407-975-1740

Southeast Sector (Atlantic States—DC, WV, VA to FL)

407-975-1780

Central Sector (Interior of the US, including Gulf states—MS, AL, LA)

407-975-1760

Southwest East Sector (OK and eastern TX)

407-975-1840

Southwest West Sector (Western TX, NM and AZ)

407-975-1820

Pacific Sector (WA, OR, CA, HI and AK)

407-975-1800

⑫ CERTIFICATED AIRPORT (14 CFR PART 139)

Airports serving Department of Transportation certified carriers and certified under 14 CFR part 139 are indicated by the Class and the ARFF Index; e.g. Class I, ARFF Index A, which relates to the availability of crash, fire, rescue equipment. Class I airports can have an ARFF Index A through E, depending on the aircraft length and scheduled departures. Class II, III, and IV will always carry an Index A.

14 CFR PART 139 CERTIFICATED AIRPORTS AIRPORT CLASSIFICATIONS

Type of Air Carrier Operation	Class I	Class II	Class III	Class IV
Scheduled Air Carrier Aircraft with 31 or more passenger seats	X			
Unscheduled Air Carrier Aircraft with 31 or more passengers seats	X	X		X
Scheduled Air Carrier Aircraft with 10 to 30 passenger seats	X	X	X	

14 CFR—PART 139 CERTIFICATED AIRPORTS

INDICES AND AIRCRAFT RESCUE AND FIRE FIGHTING EQUIPMENT REQUIREMENTS

<i>Airport Index</i>	<i>Required No. Vehicles</i>	<i>Aircraft Length</i>	<i>Scheduled Departures</i>	<i>Agent + Water for Foam</i>
A	1	<90'	≥1	500#DC or HALON 1211 or 450#DC + 100 gal H ₂ O
B	1 or 2	≥90', <126' ----- ≥126', <159'	≥5 ----- <5	Index A + 1500 gal H ₂ O
C	2 or 3	≥126', <159' ----- ≥159', <200'	≥5 ----- <5	Index A + 3000 gal H ₂ O
D	3	≥159', <200' ----- >200'	<5	Index A + 4000 gal H ₂ O
E	3	≥200'	≥5	Index A + 6000 gal H ₂ O

> Greater Than; < Less Than; ≥ Equal or Greater Than; ≤ Equal or Less Than; H₂O—Water; DC—Dry Chemical.

NOTE: The listing of ARFF index does not necessarily assure coverage for non-air carrier operations or at other than prescribed times for air carrier. ARFF Index Ltd.—indicates ARFF coverage may or may not be available, for information contact airport manager prior to flight.

⑬ NOTAM SERVICE

All public use landing areas are provided NOTAM “D” (distant dissemination) and NOTAM “L” (local dissemination) service. Airport NOTAM file identifier is shown for individual airports, e.g. “NOTAM FILE IAD”. See AIM, Basic Flight Information and

ATC Procedures for detailed description of NOTAM's. Current NOTAMs are available from Flight Service Stations at 1-800-WX-BRIEF. Real time Military NOTAMs are available using the DoD Internet NOTAM Distribution System (DINS) www.notams.jcs.mil.

② FAA INSPECTION

All airports not inspected by FAA will be identified by the note: Not insp. This indicates that the airport information has been provided by the owner or operator of the field.

②1 RUNWAY DATA

Runway information is shown on two lines. That information common to the entire runway is shown on the first line while information concerning the runway ends is shown on the second or following line. Runway direction, surface, length, width, weight bearing capacity, lighting, and slope, when available are shown for each runway. Multiple runways are shown with the longest runway first. Direction, length, width, and lighting are shown for sea-lanes. The full dimensions of helipads are shown, e.g., 50X150. Runway data that requires clarification will be placed in the remarks section.

RUNWAY DESIGNATION

Runways are normally numbered in relation to their magnetic orientation rounded off to the nearest 10 degrees. Parallel runways can be designated L (left)/R (right)/C (center). Runways may be designated as Ultralight or assault strips. Assault strips are shown by magnetic bearing.

RUNWAY DIMENSIONS

Runway length and width are shown in feet. Length shown is runway end to end including displaced thresholds, but excluding those areas designed as overruns.

RUNWAY SURFACE AND LENGTH

Runway lengths prefixed by the letter "H" indicate that the runways are hard surfaced (concrete, asphalt, or part asphalt-concrete). If the runway length is not prefixed, the surface is sod, clay, etc. The runway surface composition is indicated in parentheses after runway length as follows:

(AFSC)—Aggregate friction seal coat	(GRVL)—Gravel, or cinders	(PSP)—Pierced steel plank
(ASPH)—Asphalt	(MATS)—Pierced steel planking,	(RFSC)—Rubberized friction seal coat
(CONC)—Concrete	landing mats, membranes	(TURF)—Turf
(DIRT)—Dirt	(PEM)—Part concrete, part asphalt	(TRTD)—Treated
(GRVD)—Grooved	(PFC)—Porous friction courses	(WC)—Wire combed

RUNWAY WEIGHT BEARING CAPACITY

Runway strength data shown in this publication is derived from available information and is a realistic estimate of capability at an average level of activity. It is not intended as a maximum allowable weight or as an operating limitation. Many airport pavements are capable of supporting limited operations with gross weights in excess of the published figures. Permissible operating weights, insofar as runway strengths are concerned, are a matter of agreement between the owner and user. When desiring to operate into any airport at weights in excess of those published in the publication, users should contact the airport management for permission. Runway strength figures are shown in thousand of pounds, with the last three figures being omitted. Add 000 to figure following S, D, 2S, 2T, AUW, SWL, etc., for gross weight capacity. A blank space following the letter designator is used to indicate the runway can sustain aircraft with this type landing gear, although definite runway weight bearing capacity figures are not available, e.g., S, D. Applicable codes for typical gear configurations with S=Single, D=Dual, T=Triple and Q=Quadruple:

CURRENT	NEW	NEW DESCRIPTION
S	S	Single wheel type landing gear (DC3), (C47), (F15), etc.
D	D	Dual wheel type landing gear (BE1900), (B737), (A319), etc.
T	D	Dual wheel type landing gear (P3, C9).
ST	2S	Two single wheels in tandem type landing gear (C130).
TRT	2T	Two triple wheels in tandem type landing gear (C17), etc.
DT	2D	Two dual wheels in tandem type landing gear (B707), etc.
TT	2D	Two dual wheels in tandem type landing gear (B757, KC135).
SBTT	2D/D1	Two dual wheels in tandem/dual wheel body gear type landing gear (KC10).
None	2D/2D1	Two dual wheels in tandem/two dual wheels in tandem body gear type landing gear (A340-600).
DDT	2D/2D2	Two dual wheels in tandem/two dual wheels in double tandem body gear type landing gear (B747, E4).
TTT	3D	Three dual wheels in tandem type landing gear (B777), etc.
TT	D2	Dual wheel gear two struts per side main gear type landing gear (B52).
TDT	C5	Complex dual wheel and quadruple wheel combination landing gear (C5).

AUW—All up weight. Maximum weight bearing capacity for any aircraft irrespective of landing gear configuration.

SWL—Single Wheel Loading. (This includes information submitted in terms of Equivalent Single Wheel Loading (ESWL) and Single Isolated Wheel Loading).

PSI—Pounds per square inch. PSI is the actual figure expressing maximum pounds per square inch runway support, e.g., (SWL 000/PSI 535).

Omission of weight bearing capacity indicates information unknown.

The ACN/PCN System is the ICAO standard method of reporting pavement strength for pavements with bearing strengths greater than 12,500 pounds. The Pavement Classification Number (PCN) is established by an engineering assessment of the runway. The PCN is for use in conjunction with an Aircraft Classification Number (ACN). Consult the Aircraft Flight Manual, Flight Information Handbook, or other appropriate source for ACN tables or charts. Currently, ACN data may not be available for all aircraft. If an ACN table or chart is available, the ACN can be calculated by taking into account the aircraft weight, the pavement type, and the subgrade category. For runways that have been evaluated under the ACN/PCN system, the PCN will be shown as a five-part code (e.g. PCN 80 R/B/W/T). Details of the coded format are as follows:

- (1) The PCN NUMBER—The reported PCN indicates that an aircraft with an ACN equal or less than the reported PCN can operate on the pavement subject to any limitation on the tire pressure.
- (2) The type of pavement:
 - R — Rigid
 - F — Flexible
- (3) The pavement subgrade category:
 - A — High
 - B — Medium
 - C — Low
 - D — Ultra-low
- (4) The maximum tire pressure authorized for the pavement:
 - W — High, no limit
 - X — Medium, limited to 217 psi
 - Y — Low, limited to 145 psi
 - Z — Very low, limited to 73 psi
- (5) Pavement evaluation method:
 - T — Technical evaluation
 - U — By experience of aircraft using the pavement

NOTE: Prior permission from the airport controlling authority is required when the ACN of the aircraft exceeds the published PCN or aircraft tire pressure exceeds the published limits.

RUNWAY LIGHTING

Lights are in operation sunset to sunrise. Lighting available by prior arrangement only or operating part of the night and/or pilot controlled lighting with specific operating hours are indicated under airport or military remarks. At USN/USMC facilities lights are available only during airport hours of operation. Since obstructions are usually lighted, obstruction lighting is not included in this code. Unlighted obstructions on or surrounding an airport will be noted in airport or military remarks. Runway lights nonstandard (NSTD) are systems for which the light fixtures are not FAA approved L-800 series: color, intensity, or spacing does not meet FAA standards. Nonstandard runway lights, VASI, or any other system not listed below will be shown in airport remarks or military service. Temporary, emergency or limited runway edge lighting such as flares, smudge pots, lanterns or portable runway lights will also be shown in airport remarks or military service. Types of lighting are shown with the runway or runway end they serve.

NSTD—Light system fails to meet FAA standards.

LIRL—Low Intensity Runway Lights.

MIRL—Medium Intensity Runway Lights.

HIRL—High Intensity Runway Lights.

RAIL—Runway Alignment Indicator Lights.

REIL—Runway End Identifier Lights.

CL—Centerline Lights.

TDZL—Touchdown Zone Lights.

ODALS—Omni Directional Approach Lighting System.

AF OVRN—Air Force Overrun 1000' Standard Approach Lighting System.

LDIN—Lead-In Lighting System.

MALS—Medium Intensity Approach Lighting System.

MALSF—Medium Intensity Approach Lighting System with Sequenced Flashing Lights.

MALSR—Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights.

NOTE: Civil ALSF2 may be operated as SALR during favorable weather conditions. When runway edge lights are positioned more than 10 feet from the edge of the usable runway surface a remark will be added in the "Remarks" portion of the airport entry. This is applicable to Air Force, Air National Guard and Air Force Reserve Bases, and those joint civil/military airfields on which they are tenants.

SALS—Short Approach Lighting System.

SALSF—Short Approach Lighting System with Sequenced Flashing Lights.

SSALS—Simplified Short Approach Lighting System.

SSALF—Simplified Short Approach Lighting System with Sequenced Flashing Lights.

SSALR—Simplified Short Approach Lighting System with Runway Alignment Indicator Lights.

ALSAF—High Intensity Approach Lighting System with Sequenced Flashing Lights.

ALSF1—High Intensity Approach Lighting System with Sequenced Flashing Lights, Category I, Configuration.

ALSF2—High Intensity Approach Lighting System with Sequenced Flashing Lights, Category II, Configuration.

SF—Sequenced Flashing Lights.

OLS—Optical Landing System.

WAVE—OFF.

VISUAL GLIDESLOPE INDICATORS

APAP—A system of panels, which may or may not be lighted, used for alignment of approach path.

PNIL	APAP on left side of runway	PNIR	APAP on right side of runway
PAPI—Precision Approach Path Indicator			
P2L	2-identical light units placed on left side of runway	P4L	4-identical light units placed on left side of runway
P2R	2-identical light units placed on right side of runway	P4R	4-identical light units placed on right side of runway
PVASI—Pulsating/steady burning visual approach slope indicator, normally a single light unit projecting two colors.			
PSIL	PVASI on left side of runway	PSIR	PVASI on right side of runway
SAVASI—Simplified Abbreviated Visual Approach Slope Indicator			
S2L	2-box SAVASI on left side of runway	S2R	2-box SAVASI on right side of runway

TRCV—Tri-color visual approach slope indicator, normally a single light unit projecting three colors.

TRIL	TRCV on left side of runway	TRIR	TRCV on right side of runway
VASI—Visual Approach Slope Indicator			
V2L	2-box VASI on left side of runway	V6L	6-box VASI on left side of runway
V2R	2-box VASI on right side of runway	V6R	6-box VASI on right side of runway
V4L	4-box VASI on left side of runway	V12	12-box VASI on both sides of runway
V4R	4-box VASI on right side of runway	V16	16-box VASI on both sides of runway

NOTE: Approach slope angle and threshold crossing height will be shown when available; i.e., –GA 3.5° TCH 37'.

PILOT CONTROL OF AIRPORT LIGHTING

Key Mike	Function
7 times within 5 seconds	Highest intensity available
5 times within 5 seconds	Medium or lower intensity (Lower REIL or REIL-Off)
3 times within 5 seconds	Lowest intensity available (Lower REIL or REIL-Off)

Available systems will be indicated in the airport or military remarks, e.g., ACTIVATE HIRL Rwy 07–25, MALSR Rwy 07, and VASI Rwy 07–122.8.

Where the airport is not served by an instrument approach procedure and/or has an independent type system of different specification installed by the airport sponsor, descriptions of the type lights, method of control, and operating frequency will be explained in clear text. See AIM, “Basic Flight Information and ATC Procedures,” for detailed description of pilot control of airport lighting.

RUNWAY SLOPE

When available, runway slope data will only be provided for those airports with an approved FAA instrument approach procedure. Runway slope will be shown only when it is 0.3 percent or greater. On runways less than 8000 feet, the direction of the slope up will be indicated, e.g., 0.3% up NW. On runways 8000 feet or greater, the slope will be shown (up or down) on the runway end line, e.g., RWY 13: 0.3% up., RWY 21: Pole. Rgt tfc. 0.4% down.

RUNWAY END DATA

Information pertaining to the runway approach end such as approach lights, touchdown zone lights, runway end identification lights, visual glideslope indicators, displaced thresholds, controlling obstruction, and right hand traffic pattern, will be shown on the specific runway end. “Rgt tfc”—Right traffic indicates right turns should be made on landing and takeoff for specified runway end.

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for “Land and Hold Short Operations.” These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold–short operations and markings.

RUNWAY DECLARED DISTANCE INFORMATION

TORA—Take-off Run Available. The length of runway declared available and suitable for the ground run of an aeroplane take-off.

TODA—Take-off Distance Available. The length of the take-off run available plus the length of the clearway, if provided.

ASDA—Accelerate-Stop Distance Available. The length of the take-off run available plus the length of the stopway, if provided.

LDA—Landing Distance Available. The length of runway which is declared available and suitable for the ground run of an aeroplane landing.

22 ARRESTING GEAR/SYSTEMS

Arresting gear is shown as it is located on the runway. The a–gear distance from the end of the appropriate runway (or into the overrun) is indicated in parentheses. A–Gear which has a bi–direction capability and can be utilized for emergency approach end engagement is indicated by a (B). The direction of engaging device is indicated by an arrow. Up to 15 minutes advance notice may be required for rigging A–Gear for approach and engagement. Airport listing may show availability of other than US Systems. This information is provided for emergency requirements only. Refer to current aircraft operating manuals for specific engagement weight and speed criteria based on aircraft structural restrictions and arresting system limitations.

Following is a list of current systems referenced in this publication identified by both Air Force and Navy terminology:

BI-DIRECTIONAL CABLE (B)

<u>TYPE</u>	<u>DESCRIPTION</u>
BAK-9	Rotary friction brake.
BAK-12A	Standard BAK-12 with 950 foot run out, 1-inch cable and 40,000 pound weight setting. Rotary friction brake.
BAK-12B	Extended BAK-12 with 1200 foot run, 1¼ inch Cable and 50,000 pounds weight setting. Rotary friction brake.
E28	Rotary Hydraulic (Water Brake).
M21	Rotary Hydraulic (Water Brake) Mobile.

The following device is used in conjunction with some aircraft arresting systems:

BAK-14	A device that raises a hook cable out of a slot in the runway surface and is remotely positioned for engagement by the tower on request. (In addition to personnel reaction time, the system requires up to five seconds to fully raise the cable.)
H	A device that raises a hook cable out of a slot in the runway surface and is remotely positioned for engagement by the tower on request. (In addition to personnel reaction time, the system requires up to one and one-half seconds to fully raise the cable.)

UNI-DIRECTIONAL CABLE

<u>TYPE</u>	<u>DESCRIPTION</u>
MB60	Textile brake—an emergency one-time use, modular braking system employing the tearing of specially woven textile straps to absorb the kinetic energy.
E5/E5-1/E5-3	Chain Type. At USN/USMC stations E-5 A-GEAR systems are rated, e.g., E-5 RATING-13R-1100 HW (DRY), 31L/R-1200 STD (WET). This rating is a function of the A-GEAR chain weight and length and is used to determine the maximum aircraft engaging speed. A dry rating applies to a stabilized surface (dry or wet) while a wet rating takes into account the amount (if any) of wet overrun that is not capable of withstanding the aircraft weight. These ratings are published under Military Service.

FOREIGN CABLE

<u>TYPE</u>	<u>DESCRIPTION</u>	<u>US EQUIVALENT</u>
44B-3H	Rotary Hydraulic (Water Brake)	
CHAG	Chain	E-5

UNI-DIRECTIONAL BARRIER

<u>TYPE</u>	<u>DESCRIPTION</u>
MA-1A	Web barrier between stanchions attached to a chain energy absorber.
BAK-15	Web barrier between stanchions attached to an energy absorber (water squeezer, rotary friction, chain). Designed for wing engagement.

NOTE: Landing short of the runway threshold on a runway with a BAK-15 in the underrun is a significant hazard. The barrier in the down position still protrudes several inches above the underrun. Aircraft contact with the barrier short of the runway threshold can cause damage to the barrier and substantial damage to the aircraft.

OTHER

<u>TYPE</u>	<u>DESCRIPTION</u>
EMAS	Engineered Material Arresting System, located beyond the departure end of the runway, consisting of high energy absorbing materials which will crush under the weight of an aircraft.

23 MILITARY SERVICE

Specific military services available at the airport are listed under this general heading. Remarks applicable to any military service are shown in the individual service listing.

24 JET AIRCRAFT STARTING UNITS (JASU)

The numeral preceding the type of unit indicates the number of units available. The absence of the numeral indicates ten or more units available. If the number of units is unknown, the number one will be shown. Absence of JASU designation indicates non-availability.

The following is a list of current JASU systems referenced in this publication:

USAF JASU (For variations in technical data, refer to T.O. 35-1-7.)

ELECTRICAL STARTING UNITS:

A/M32A-86	AC: 115/200v, 3 phase, 90 kva, 0.8 pf, 4 wire DC: 28v, 1500 amp, 72 kw (with TR pack)
MC-1A	AC: 115/208v, 400 cycle, 3 phase, 37.5 kva, 0.8 pf, 108 amp, 4 wire DC: 28v, 500 amp, 14 kw
MD-3	AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire DC: 28v, 1500 amp, 45 kw, split bus
MD-3A	AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire DC: 28v, 1500 amp, 45 kw, split bus
MD-3M	AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire DC: 28v, 500 amp, 15 kw

MD-4 AC: 120/208v, 400 cycle, 3 phase, 62.5 kva, 0.8 pf, 175 amp, "WYE" neutral ground, 4 wire, 120v, 400 cycle, 3 phase, 62.5 kva, 0.8 pf, 303 amp, "DELTA" 3 wire, 120v, 400 cycle, 1 phase, 62.5 kva, 0.8 pf, 520 amp, 2 wire

AIR STARTING UNITS

AM32-95 150 +/- 5 lb/min (2055 +/- 68 cfm) at 51 +/- 2 psia
 AM32A-95 150 +/- 5 lb/min @ 49 +/- 2 psia (35 +/- 2 psig)
 LASS 150 +/- 5 lb/min @ 49 +/- 2 psia
 MA-1A 82 lb/min (1123 cfm) at 130° air inlet temp, 45 psia (min) air outlet press
 MC-1 15 cfm, 3500 psia
 MC-1A 15 cfm, 3500 psia
 MC-2A 15 cfm, 200 psia
 MC-11 8,000 cu in cap, 4000 psig, 15 cfm

COMBINED AIR AND ELECTRICAL STARTING UNITS:

AGPU AC: 115/200v, 400 cycle, 3 phase, 30 kw gen
 DC: 28v, 700 amp
 AIR: 60 lb/min @ 40 psig @ sea level
 AM32A-60* AIR: 120 +/- 4 lb/min (1644 +/- 55 cfm) at 49 +/- 2 psia
 AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire, 120v, 1 phase, 25 kva
 DC: 28v, 500 amp, 15 kw
 AM32A-60A AIR: 150 +/- 5 lb/min (2055 +/- 68 cfm) at 51 +/- 2 psia
 AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire
 DC: 28v, 200 amp, 5.6 kw
 AM32A-60B* AIR: 130 lb/min, 50 psia
 AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire
 DC: 28v, 200 amp, 5.6 kw

*NOTE: During combined air and electrical loads, the pneumatic circuitry takes preference and will limit the amount of electrical power available.

USN JASU

ELECTRICAL STARTING UNITS:

NC-8A/A1 DC: 500 amp constant, 750 amp intermittent, 28v;
 AC: 60 kva @ .8 pf, 115/200v, 3 phase, 400 Hz.
 NC-10A/A1/B/C DC: 750 amp constant, 1000 amp intermittent, 28v;
 AC: 90 kva, 115/200v, 3 phase, 400 Hz.

AIR STARTING UNITS:

GTC-85/GTE-85 120 lbs/min @ 45 psi.
 MSU-200NAV/A/U47A-5 204 lbs/min @ 56 psia.
 WELLS AIR START SYSTEM 180 lbs/min @ 75 psi or 120 lbs/min @ 45 psi. Simultaneous multiple start capability.

COMBINED AIR AND ELECTRICAL STARTING UNITS:

NCPP-105/RCPT 180 lbs/min @ 75 psi or 120 lbs/min @ 45 psi. 700 amp, 28v DC. 120/208v, 400 Hz AC, 30 kva.

JASU (ARMY)

59B2-1B 28v, 7.5 kw, 280 amp.

OTHER JASU

ELECTRICAL STARTING UNITS (DND):

CE12 AC 115/200v, 140 kva, 400 Hz, 3 phase
 CE13 AC 115/200v, 60 kva, 400 Hz, 3 phase
 CE14 AC/DC 115/200v, 140 kva, 400 Hz, 3 phase, 28vDC, 1500 amp
 CE15 DC 22-35v, 500 amp continuous 1100 amp intermittent
 CE16 DC 22-35v, 500 amp continuous 1100 amp intermittent soft start

AIR STARTING UNITS (DND):

CA2 ASA 45.5 psig, 116.4 lb/min

COMBINED AIR AND ELECTRICAL STARTING UNITS (DND)

CEA1 AC 120/208v, 60 kva, 400 Hz, 3 phase DC 28v, 75 amp
 AIR 112.5 lb/min, 47 psig

ELECTRICAL STARTING UNITS (OTHER)

C-26 28v 45kw 115-200v 15kw 380-800 Hz 1 phase 2 wire
 C-26-B, C-26-C 28v 45kw: Split Bus: 115-200v 15kw 380-800 Hz 1 phase 2 wire
 E3 DC 28v/10kw

AIR STARTING UNITS (OTHER):

A4 40 psi/2 lb/sec (LPAS Mk12, Mk12L, Mk12A, Mk1, Mk2B)
 MA-1 150 Air HP, 115 lb/min 50 psia
 MA-2 250 Air HP, 150 lb/min 75 psia

CARTRIDGE:

MXU-4A USAF

14 FUEL—MILITARY

Fuel available through US Military Base supply, DESC Into-Plane Contracts and/or reciprocal agreement is listed first and is followed by (Mil). At commercial airports where Into-Plane contracts are in place, the name of the refueling agent is shown. Military fuel should be used first if it is available. When military fuel cannot be obtained but Into-Plane contract fuel is available, Government aircraft must refuel with the contract fuel and applicable refueling agent to avoid any breach in contract terms and conditions. Fuel not available through the above is shown preceded by NC (no contract). When fuel is obtained from NC sources, local purchase procedures must be followed. The US Military Aircraft Identaplates DD Form 1896 (Jet Fuel), DD Form 1897 (Avgas) and AF Form 1245 (Avgas) are used at military installations only. The US Government Aviation Into-Plane Reimbursement (AIR) Card (currently issued by AVCARD) is the instrument to be used to obtain fuel under a DESC Into-Plane Contract and for NC purchases if the refueling agent at the commercial airport accepts the AVCARD. A current list of contract fuel locations is available online at www.desc.dla.mil/Static/ProductsAndServices.asp; click on the Commercial Airports button.

See legend item 14 for fuel code and description.

26 SUPPORTING FLUIDS AND SYSTEMS—MILITARY

CODE

ADI	Anti-Detonation Injection Fluid—Reciprocating Engine Aircraft.
W	Water Thrust Augmentation—Jet Aircraft.
WAI	Water-Alcohol Injection Type, Thrust Augmentation—Jet Aircraft.
SP	Single Point Refueling.
PRESAIR	Air Compressors rated 3,000 PSI or more.
De-Ice	Anti-icing/De-icing/Defrosting Fluid (MIL-A-8243).

OXYGEN:

LPOX	Low pressure oxygen servicing.
HPOX	High pressure oxygen servicing.
LHOX	Low and high pressure oxygen servicing.
LOX	Liquid oxygen servicing.
OXRB	Oxygen replacement bottles. (Maintained primarily at Naval stations for use in acft where oxygen can be replenished only by replacement of cylinders.)
OX	Indicates oxygen servicing when type of servicing is unknown.

NOTE: Combinations of above items is used to indicate complete oxygen servicing available;

LHOXRB	Low and high pressure oxygen servicing and replacement bottles;
LPOXRB	Low pressure oxygen replacement bottles only, etc.

NOTE: Aircraft will be serviced with oxygen procured under military specifications only. Aircraft will not be serviced with medical oxygen.

NITROGEN:

LPNIT	Low pressure nitrogen servicing.
HPNIT	High pressure nitrogen servicing.
LHNIT	Low and high pressure nitrogen servicing.

27 OIL—MILITARY

US AVIATION OILS (MIL SPECS):

CODE	GRADE, TYPE
O-113	1065, Reciprocating Engine Oil (MIL-L-6082)
O-117	1100, Reciprocating Engine Oil (MIL-L-6082)
O-117+	1100, O-117 plus cyclohexanone (MIL-L-6082)
O-123	1065, (Dispersant), Reciprocating Engine Oil (MIL-L-22851 Type III)
O-128	1100, (Dispersant), Reciprocating Engine Oil (MIL-L-22851 Type II)
O-132	1005, Jet Engine Oil (MIL-L-6081)
O-133	1010, Jet Engine Oil (MIL-L-6081)
O-147	None, MIL-L-6085A Lubricating Oil, Instrument, Synthetic
O-148	None, MIL-L-7808 (Synthetic Base) Turbine Engine Oil
O-149	None, Aircraft Turbine Engine Synthetic, 7.5c St
O-155	None, MIL-L-6086C, Aircraft, Medium Grade
O-156	None, MIL-L-23699 (Synthetic Base), Turboprop and Turboshaft Engines
JOAP/SOAP	Joint Oil Analysis Program. JOAP support is furnished during normal duty hours, other times on request. (JOAP and SOAP programs provide essentially the same service, JOAP is now the standard joint service supported program.)

28 TRANSIENT ALERT (TRAN ALERT)—MILITARY

Tran Alert service is considered to include all services required for normal aircraft turn-around, e.g., servicing (fuel, oil, oxygen, etc.), debriefing to determine requirements for maintenance, minor maintenance, inspection and parking assistance of transient aircraft. Drag chute repack, specialized maintenance, or extensive repairs will be provided within the capabilities and priorities of the base. Delays can be anticipated after normal duty hours/holidays/weekends regardless of the hours of transient maintenance operation. Pilots should not expect aircraft to be serviced for TURN-AROUNDS during time periods when servicing or maintenance manpower is not available. In the case of airports not operated exclusively by US military, the servicing indicated by the remarks will not always be available for US military

aircraft. When transient alert services are not shown, facilities are unknown. NO PRIORITY BASIS—means that transient alert services will be provided only after all the requirements for mission/tactical assigned aircraft have been accomplished.

29 AIRPORT REMARKS

The Attendance Schedule is the months, days and hours the airport is actually attended. Airport attendance does not mean watchman duties or telephone accessibility, but rather an attendant or operator on duty to provide at least minimum services (e.g., repairs, fuel, transportation).

Airport Remarks have been grouped in order of applicability. Airport remarks are limited to those items of information that are determined essential for operational use, i.e., conditions of a permanent or indefinite nature and conditions that will remain in effect for more than 30 days concerning aeronautical facilities, services, maintenance available, procedures or hazards, knowledge of which is essential for safe and efficient operation of aircraft. Information concerning permanent closing of a runway or taxiway will not be shown. A note "See Special Notices" shall be applied within this remarks section when a special notice applicable to the entry is contained in the Special Notices section of this publication.

Parachute Jumping indicates parachute jumping areas associated with the airport. See Parachute Jumping Area section of this publication for additional information.

Landing Fee indicates landing charges for private or non-revenue producing aircraft. In addition, fees may be charged for planes that remain over a couple of hours and buy no services, or at major airline terminals for all aircraft.

Note: Unless otherwise stated, remarks including runway ends refer to the runway's approach end.

30 MILITARY REMARKS

Military Remarks published at a joint Civil/Military facility are remarks that are applicable to the Military. At Military Facilities all remarks will be published under the heading Military Remarks. Remarks contained in this section may not be applicable to civil users. The first group of remarks is applicable to the primary operator of the airport. Remarks applicable to a tenant on the airport are shown preceded by the tenant organization, i.e., (A) (AF) (N) (ANG), etc. Military airports operate 24 hours unless otherwise specified. Airport operating hours are listed first (airport operating hours will only be listed if they are different than the airport attended hours or if the attended hours are unavailable) followed by pertinent remarks in order of applicability. Remarks will include information on restrictions, hazards, traffic pattern, noise abatement, customs/agriculture/immigration, and miscellaneous information applicable to the Military.

Type of restrictions:

CLOSED: When designated closed, the airport is restricted from use by all aircraft unless stated otherwise. Any closure applying to specific type of aircraft or operation will be so stated. USN/USMC/USAF airports are considered closed during non-operating hours. Closed airports may be utilized during an emergency provided there is a safe landing area.

OFFICIAL BUSINESS ONLY: The airfield is closed to all transient military aircraft for obtaining routine services such as fueling, passenger drop off or pickup, practice approaches, parking, etc. The airfield may be used by aircrews and aircraft if official government business (including civilian) must be conducted on or near the airfield and prior permission is received from the airfield manager.

AF OFFICIAL BUSINESS ONLY OR NAVY OFFICIAL BUSINESS ONLY: Indicates that the restriction applies only to service indicated.

PRIOR PERMISSION REQUIRED (PPR): Airport is closed to transient aircraft unless approval for operation is obtained from the appropriate commander through Chief, Airfield Management or Airfield Operations Officer. Official Business or PPR does not preclude the use of US Military airports as an alternate for IFR flights. If a non-US military airport is used as a weather alternate and requires a PPR, the PPR must be requested and confirmed before the flight departs. The purpose of PPR is to control volume and flow of traffic rather than to prohibit it. Prior permission is required for all aircraft requiring transient alert service outside the published transient alert duty hours. All aircraft carrying hazardous materials must obtain prior permission as outlined in AFJI 11-204, AR 95-27, OPNAVINST 3710.7.

Note: OFFICIAL BUSINESS ONLY AND PPR restrictions are not applicable to Special Air Mission (SAM) or Special Air Resource (SPAR) aircraft providing person or persons on board are designated Code 6 or higher as explained in AFJMAN 11-213, AR 95-11, OPNAVINST 3722-8J. Official Business Only or PPR do not preclude the use of the airport as an alternate for IFR flights.

31 WEATHER DATA SOURCES

Weather data sources will be listed alphabetically followed by their assigned frequencies and/or telephone number and hours of operation.

ASOS—Automated Surface Observing System. Reports the same as an AWOS-3 plus precipitation identification and intensity, and freezing rain occurrence (future enhancement).

AWOS—Automated Weather Observing System

AWOS-A—reports altimeter setting (all other information is advisory only).

AWOS-1—reports altimeter setting, wind data and usually temperature, dewpoint and density altitude.

AWOS-2—reports the same as AWOS-1 plus visibility.

AWOS-3—reports the same as AWOS-1 plus visibility and cloud/ceiling data.

See AIM, Basic Flight Information and ATC Procedures for detailed description of AWOS.

HIWAS—See RADIO AIDS TO NAVIGATION

LAWSR—Limited Aviation Weather Reporting Station where observers report cloud height, weather, obstructions to vision, temperature and dewpoint (in most cases), surface wind, altimeter and pertinent remarks.

LLWAS—indicates a Low Level Wind Shear Alert System consisting of a center field and several field perimeter anemometers.

SAWSR—identifies airports that have a Supplemental Aviation Weather Reporting Station available to pilots for current weather information.

SWSL—Supplemental Weather Service Location providing current local weather information via radio and telephone.

TDWR—indicates airports that have Terminal Doppler Weather Radar.

WSP—indicates airports that have Weather System Processor.

When the automated weather source is broadcast over an associated airport NAVAID frequency (see NAVAID line), it shall be indicated by a bold ASOS, AWOS, or HIWAS followed by the frequency, identifier and phone number, if available.

32 COMMUNICATIONS

Airport terminal control facilities and radio communications associated with the airport shall be shown. When the call sign is not the same as the airport name the call sign will be shown. Frequencies shall normally be shown in descending order with the primary frequency listed first. Frequencies will be listed, together with sectorization indicated by outbound radials, and hours of operation. Communications will be listed in sequence as follows:

Single Frequency Approach (SFA), Common Traffic Advisory Frequency (CTAF), Automatic Terminal Information Service (ATIS) and Aeronautical Advisory Stations (UNICOM) or (AUNICOM) along with their frequency is shown, where available, on the line following the heading "COMMUNICATIONS." When the CTAF and UNICOM frequencies are the same, the frequency will be shown as CTAF/UNICOM 122.8.

The FSS telephone nationwide is toll free 1-800-WX-BRIEF (1-800-992-7433). When the FSS is located on the field it will be indicated as "on arpt". Frequencies available at the FSS will follow in descending order. Remote Communications Outlet (RCO) providing service to the airport followed by the frequency and FSS RADIO name will be shown when available.

FSS's provide information on airport conditions, radio aids and other facilities, and process flight plans. Airport Advisory Service (AAS) is provided on the CTAF by FSS's for select non-tower airports or airports where the tower is not in operation.

(See AIM, Para 4-1-9 Traffic Advisory Practices at Airports Without Operating Control Towers or AC 90-42C.)

Aviation weather briefing service is provided by FSS specialists. Flight and weather briefing services are also available by calling the telephone numbers listed.

Remote Communications Outlet (RCO)—An unmanned air/ground communications facility that is remotely controlled and provides UHF or VHF communications capability to extend the service range of an FSS.

Civil Communications Frequencies—Civil communications frequencies used in the FSS air/ground system are operated on 122.0, 122.2, 123.6; emergency 121.5; plus receive-only on 122.1.

- a. 122.0 is assigned as the Enroute Flight Advisory Service frequency at selected FSS RADIO outlets.
- b. 122.2 is assigned as a common enroute frequency.
- c. 123.6 is assigned as the airport advisory frequency at select non-tower locations. At airports with a tower, FSS may provide airport advisories on the tower frequency when tower is closed.
- d. 122.1 is the primary receive-only frequency at VOR's.
- e. Some FSS's are assigned 50 kHz frequencies in the 122-126 MHz band (eg. 122.45). Pilots using the FSS A/G system should refer to this directory or appropriate charts to determine frequencies available at the FSS or remotized facility through which they wish to communicate.

Emergency frequency 121.5 and 243.0 are available at all Flight Service Stations, most Towers, Approach Control and RADAR facilities.

Frequencies published followed by the letter "T" or "R", indicate that the facility will only transmit or receive respectively on that frequency. All radio aids to navigation (NAVAID) frequencies are transmit only.

TERMINAL SERVICES

SFA—Single Frequency Approach.

CTAF—A program designed to get all vehicles and aircraft at airports without an operating control tower on a common frequency.

ATIS—A continuous broadcast of recorded non-control information in selected terminal areas.

D-ATIS—Digital ATIS provides ATIS information in text form outside the standard reception range of conventional ATIS via landline & data link communications and voice message within range of existing transmitters.

AUNICOM—Automated UNICOM is a computerized, command response system that provides automated weather, radio check capability and airport advisory information selected from an automated menu by microphone clicks.

UNICOM—A non-government air/ground radio communications facility which may provide airport information.

PTD—Pilot to Dispatcher.

APP CON—Approach Control. The symbol ® indicates radar approach control.

TOWER—Control tower.

GCA—Ground Control Approach System.

GND CON—Ground Control.

GCO—Ground Communication Outlet—An unstaffed, remotely controlled, ground/ground communications facility. Pilots at uncontrolled airports may contact ATC and FSS via VHF to a telephone connection to obtain an instrument clearance or close a VFR or IFR flight plan. They may also get an updated weather briefing prior to takeoff. Pilots will use four "key clicks" on the

VHF radio to contact the appropriate ATC facility or six “key clicks” to contact the FSS. The GCO system is intended to be used only on the ground.

DEP CON—Departure Control. The symbol **(R)** indicates radar departure control.

CLNC DEL—Clearance Delivery.

PRE TAXI CLNC—Pre taxi clearance.

VFR ADVSY SVC—VFR Advisory Service. Service provided by Non-Radar Approach Control.

Advisory Service for VFR aircraft (upon a workload basis) ctc APP CON.

COMD POST—Command Post followed by the operator call sign in parenthesis.

PMSV—Pilot-to-Metro Service call sign, frequency and hours of operation, when full service is other than continuous.

PMSV installations at which weather observation service is available shall be indicated, following the frequency and/or hours of operation as “Wx obsn svc 1900-0000Z+” or “other times” may be used when no specific time is given. PMSV facilities manned by forecasters are considered “Full Service”. PMSV facilities manned by weather observers are listed as “Limited Service”.

OPS—Operations followed by the operator call sign in parenthesis.

CON

RANGE

FLT FLW—Flight Following

MEDIVAC

NOTE: Communication frequencies followed by the letter “X” indicate frequency available on request.

(33) AIRSPACE

Information concerning Class B, C, and part-time D and E surface area airspace shall be published with effective times.

Class D and E surface area airspace that is continuous as established by Rulemaking Docket will not be shown.

CLASS B—Radar Sequencing and Separation Service for all aircraft in CLASS B airspace.

CLASS C—Separation between IFR and VFR aircraft and sequencing of VFR arrivals to the primary airport.

TRSA—Radar Sequencing and Separation Service for participating VFR Aircraft within a Terminal Radar Service Area.

Class C, D, and E airspace described in this publication is that airspace usually consisting of a 5 NM radius core surface area that begins at the surface and extends upward to an altitude above the airport elevation (charted in MSL for Class C and Class D). Class E surface airspace normally extends from the surface up to but not including the overlying controlled airspace.

When part-time Class C or Class D airspace defaults to Class E, the core surface area becomes Class E. This will be formatted as:

AIRSPACE: CLASS C svc “times” ctc **APP CON** other times CLASS E:

or

AIRSPACE: CLASS D svc “times” other times CLASS E.

When a part-time Class C, Class D or Class E surface area defaults to Class G, the core surface area becomes Class G up to, but not including, the overlying controlled airspace. Normally, the overlying controlled airspace is Class E airspace beginning at either 700’ or 1200’ AGL. This will be formatted as:

AIRSPACE: CLASS C svc “times” ctc **APP CON** other times CLASS G, with CLASS E 700’ (or 1200’) AGL & abv:

or

AIRSPACE: CLASS D svc “times” other times CLASS G with CLASS E 700’ (or 1200’) AGL & abv:

or

AIRSPACE: CLASS E svc “times” other times CLASS G with CLASS E 700’ (or 1200’) AGL & abv.

NOTE: AIRSPACE SVC “TIMES” INCLUDE ALL ASSOCIATED ARRIVAL EXTENSIONS. Surface area arrival extensions for instrument approach procedures become part of the primary core surface area. These extensions may be either Class D or Class E airspace and are effective concurrent with the times of the primary core surface area. For example, when a part-time Class C, Class D or Class E surface area defaults to Class G, the associated arrival extensions will default to Class G at the same time. When a part-time Class C or Class D surface area defaults to Class E, the arrival extensions will remain in effect as Class E airspace.

NOTE: CLASS E AIRSPACE EXTENDING UPWARD FROM 700 FEET OR MORE ABOVE THE SURFACE, DESIGNATED IN CONJUNCTION WITH AN AIRPORT WITH AN APPROVED INSTRUMENT PROCEDURE.

Class E 700’ AGL (shown as magenta vignette on sectional charts) and 1200’ AGL (blue vignette) areas are designated when necessary to provide controlled airspace for transitioning to/from the terminal and enroute environments. Unless otherwise specified, these 700’/1200’ AGL Class E airspace areas remain in effect continuously, regardless of airport operating hours or surface area status. These transition areas should not be confused with surface areas or arrival extensions.

(See Chapter 3, AIRSPACE, in the Aeronautical Information Manual for further details)

34 RADIO AIDS TO NAVIGATION

The Airport/Facility Directory lists, by facility name, all Radio Aids to Navigation that appear on National Aeronautical Navigation Services Visual or IFR Aeronautical Charts and those upon which the FAA has approved an Instrument Approach Procedure, with exception of selected TACANs. Military TACAN information will be published for Military facilities contained in this publication. All VOR, VORTAC, TACAN, ILS and MLS equipment in the National Airspace System has an automatic monitoring and shutdown feature in the event of malfunction. Unmonitored, as used in this publication, for any navigational aid, means that monitoring personnel cannot observe the malfunction or shutdown signal. The NAVAID NOTAM file identifier will be shown as "NOTAM FILE IAD" and will be listed on the Radio Aids to Navigation line. When two or more NAVAIDS are listed and the NOTAM file identifier is different from that shown on the Radio Aids to Navigation line, it will be shown with the NAVAID listing. NOTAM file identifiers for ILSs and its components (e.g., NDB (LOM) are the same as the associated airports and are not repeated. Automated Surface Observing System (ASOS), Automated Weather Observing System (AWOS), and Hazardous Inflight Weather Advisory Service (HIWAS) will be shown when this service is broadcast over selected NAVAIDS.

NAVAID information is tabulated as indicated in the following sample:

NAME (L) **ABVORTAC** 117.55 **ABE** Chan 122(Y) N40°43.60' W75°27.30' 180°4.1 NM to fld. 1110/8E. **AWOS. HIWAS.**

↑ ↑ ↑ ↑ ↑ ↑ ↑

Class Frequency Identifier TACAN/DME Channel Geographical Position Site Elevation

Bearing and distance facility to center of airport Magnetic Variation Automated Weather Observing System Hazardous Inflight Weather Advisory Service

VOR unusable 020°-060° byd 26 NM blo 3,500'

Restriction within the normal altitude/range of the navigational aid (See primary alphabetical listing for restrictions on VORTAC and VOR/DME).

Note: Those DME channel numbers with a (Y) suffix require TACAN to be placed in the "Y" mode to receive distance information.

HIWAS—Hazardous Inflight Weather Advisory Service is a continuous broadcast of inflight weather advisories including summarized SIGMETs, convective SIGMETs, AIRMETs and urgent PIREPs. HIWAS is presently broadcast over selected VOR's throughout the U.S.

ASR/PAR—Indicates that Surveillance (ASR) or Precision (PAR) radar instrument approach minimums are published in the U.S. Terminal Procedures. Only part-time hours of operation will be shown.

RADIO CLASS DESIGNATIONS

VOR/DME/TACAN Standard Service Volume (SSV) Classifications

SSV Class	Altitudes	Distance (NM)
(T) Terminal	1000' to 12,000'	25
(L) Low Altitude	1000' to 18,000'	40
(H) High Altitude	1000' to 14,500'	40
	14,500' to 18,000'	100
	18,000' to 45,000'	130
	45,000' to 60,000'	100

NOTE: Additionally, (H) facilities provide (L) and (T) service volume and (L) facilities provide (T) service. Altitudes are with respect to the station's site elevation. Coverage is not available in a cone of airspace directly above the facility.

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The term VOR is, operationally, a general term covering the VHF omnidirectional bearing type of facility without regard to the fact that the power, the frequency protected service volume, the equipment configuration, and operational requirements may vary between facilities at different locations.

AB _____	Automatic Weather Broadcast.
DF _____	Direction Finding Service.
DME _____	UHF standard (TACAN compatible) distance measuring equipment.
DME(Y) _____	UHF standard (TACAN compatible) distance measuring equipment that require TACAN to be placed in the "Y" mode to receive DME.
GS _____	Glide slope.
H _____	Non-directional radio beacon (homing), power 50 watts to less than 2,000 watts (50 NM at all altitudes).
HH _____	Non-directional radio beacon (homing), power 2,000 watts or more (75 NM at all altitudes).
H-SAB _____	Non-directional radio beacons providing automatic transcribed weather service.
ILS _____	Instrument Landing System (voice, where available, on localizer channel).
IM _____	Inner marker.
ISMLS _____	Interim Standard Microwave Landing System.
LDA _____	Localizer Directional Aid.
LMM _____	Compass locator station when installed at middle marker site (15 NM at all altitudes).
LOM _____	Compass locator station when installed at outer marker site (15 NM at all altitudes).
MH _____	Non-directional radio beacon (homing) power less than 50 watts (25 NM at all altitudes).
MLS _____	Microwave Landing System.
MM _____	Middle marker.
OM _____	Outer marker.
S _____	Simultaneous range homing signal and/or voice.
SABH _____	Non-directional radio beacon not authorized for IFR or ATC. Provides automatic weather broadcasts.
SDF _____	Simplified Direction Facility.
TACAN _____	UHF navigational facility-omnidirectional course and distance information.
VOR _____	VHF navigational facility-omnidirectional course only.
VOR/DME _____	Collocated VOR navigational facility and UHF standard distance measuring equipment.
VORTAC _____	Collocated VOR and TACAN navigational facilities.
W _____	Without voice on radio facility frequency.
Z _____	VHF station location marker at a LF radio facility.

ILS FACILITY PERFORMANCE CLASSIFICATION CODES

Codes define the ability of an ILS to support autoland operations. The two portions of the code represent Official Category and farthest point along a Category I, II, or III approach that the Localizer meets Category III structure tolerances.

Official Category: I, II, or III; the lowest minima on published or unpublished procedures supported by the ILS.

Farthest point of satisfactory Category III Localizer performance for Category I, II, or III approaches: A – 4 NM prior to runway threshold, B – 3500 ft prior to runway threshold, C – glide angle dependent but generally 750–1000 ft prior to threshold, T – runway threshold, D – 3000 ft after runway threshold, and E – 2000 ft prior to stop end of runway.

ILS information is tabulated as indicated in the following sample:

ILS/DME 108.5 I-ORL Chan 22 Rwy 18. Class IIE. LOM HERNY NDB.

ILS Facility Performance
Classification Code

FREQUENCY PAIRING PLAN AND MLS CHANNELING

MLS CHANNEL	VHF FREQUENCY	TACAN CHANNEL	MLS CHANNEL	VHF FREQUENCY	TACAN CHANNEL	MLS CHANNEL	VHF FREQUENCY	TACAN CHANNEL
500	108.10	18X	568	109.45	31Y	636	114.15	88Y
502	108.30	20X	570	109.55	32Y	638	114.25	89Y
504	108.50	22X	572	109.65	33Y	640	114.35	90Y
506	108.70	24X	574	109.75	34Y	642	114.45	91Y
508	108.90	26X	576	109.85	35Y	644	114.55	92Y
510	109.10	28X	578	109.95	36Y	646	114.65	93Y
512	109.30	30X	580	110.05	37Y	648	114.75	94Y
514	109.50	32X	582	110.15	38Y	650	114.85	95Y
516	109.70	34X	584	110.25	39Y	652	114.95	96Y
518	109.90	36X	586	110.35	40Y	654	115.05	97Y
520	110.10	38X	588	110.45	41Y	656	115.15	98Y
522	110.30	40X	590	110.55	42Y	658	115.25	99Y
524	110.50	42X	592	110.65	43Y	660	115.35	100Y
526	110.70	44X	594	110.75	44Y	662	115.45	101Y
528	110.90	46X	596	110.85	45Y	664	115.55	102Y
530	111.10	48X	598	110.95	46Y	666	115.65	103Y
532	111.30	50X	600	111.05	47Y	668	115.75	104Y
534	111.50	52X	602	111.15	48Y	670	115.85	105Y
536	111.70	54X	604	111.25	49Y	672	115.95	106Y
538	111.90	56X	606	111.35	50Y	674	116.05	107Y
540	108.05	17Y	608	111.45	51Y	676	116.15	108Y
542	108.15	18Y	610	111.55	52Y	678	116.25	109Y
544	108.25	19Y	612	111.65	53Y	680	116.35	110Y
546	108.35	20Y	614	111.75	54Y	682	116.45	111Y
548	108.45	21Y	616	111.85	55Y	684	116.55	112Y
550	108.55	22Y	618	111.95	56Y	686	116.65	113Y
552	108.65	23Y	620	113.35	80Y	688	116.75	114Y
554	108.75	24Y	622	113.45	81Y	690	116.85	115Y
556	108.85	25Y	624	113.55	82Y	692	116.95	116Y
558	108.95	26Y	626	113.65	83Y	694	117.05	117Y
560	109.05	27Y	628	113.75	84Y	696	117.15	118Y
562	109.15	28Y	630	113.85	85Y	698	117.25	119Y
564	109.25	29Y	632	113.95	86Y			
566	109.35	30Y	634	114.05	87Y			

FREQUENCY PAIRING PLAN AND MLS CHANNELING

The following is a list of paired VOR/ILS VHF frequencies with TACAN channels and MLS channels.

TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL	TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL	TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL
2X	134.5	-	19Y	108.25	544	25X	108.80	-
2Y	134.55	-	20X	108.30	502	25Y	108.85	556
11X	135.4	-	20Y	108.35	546	26X	108.90	508
11Y	135.45	-	21X	108.40	-	26Y	108.95	558
12X	135.5	-	21Y	108.45	548	27X	109.00	-
12Y	135.55	-	22X	108.50	504	27Y	109.05	560
17X	108.00	-	22Y	108.55	550	28X	109.10	510
17Y	108.05	540	23X	108.60	-	28Y	109.15	562
18X	108.10	500	23Y	108.65	552	29X	109.20	-
18Y	108.15	542	24X	108.70	506	29Y	109.25	564
19X	108.20	-	24Y	108.75	554	30X	109.30	512

2								
2								
TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL	TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL	TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL
30Y	109.35	566	63X	133.60	-	95Y	114.85	650
31X	109.40	-	63Y	133.65	-	96X	114.90	-
31Y	109.45	568	64X	133.70	-	96Y	114.95	652
32X	109.50	514	64Y	133.75	-	97X	115.00	-
32Y	109.55	570	65X	133.80	-	97Y	115.05	654
33X	109.60	-	65Y	133.85	-	98X	115.10	-
33Y	109.65	572	66X	133.90	-	98Y	115.15	656
34X	109.70	516	66Y	133.95	-	99X	115.20	-
34Y	109.75	574	67X	134.00	-	99Y	115.25	658
35X	109.80	-	67Y	134.05	-	100X	115.30	-
35Y	109.85	576	68X	134.10	-	100Y	115.35	660
36X	109.90	518	68Y	134.15	-	101X	115.40	-
36Y	109.95	578	69X	134.20	-	101Y	115.45	662
37X	110.00	-	69Y	134.25	-	102X	115.50	-
37Y	110.05	580	70X	112.30	-	102Y	115.55	664
38X	110.10	520	70Y	112.35	-	103X	115.60	-
38Y	110.15	582	71X	112.40	-	103Y	115.65	666
39X	110.20	-	71Y	112.45	-	104X	115.70	-
39Y	110.25	584	72X	112.50	-	104Y	115.75	668
40X	110.30	522	72Y	112.55	-	105X	115.80	-
40Y	110.35	586	73X	112.60	-	105Y	115.85	670
41X	110.40	-	73Y	112.65	-	106X	115.90	-
41Y	110.45	588	74X	112.70	-	106Y	115.95	672
42X	110.50	524	74Y	112.75	-	107X	116.00	-
42Y	110.55	590	75X	112.80	-	107Y	116.05	674
43X	110.60	-	75Y	112.85	-	108X	116.10	-
43Y	110.65	592	76X	112.90	-	108Y	116.15	676
44X	110.70	526	76Y	112.95	-	109X	116.20	-
44Y	110.75	594	77X	113.00	-	109Y	116.25	678
45X	110.80	-	77Y	113.05	-	110X	116.30	-
45Y	110.85	596	78X	113.10	-	110Y	116.35	680
46X	110.90	528	78Y	113.15	-	111X	116.40	-
46Y	110.95	598	79X	113.20	-	111Y	116.45	682
47X	111.00	-	79Y	113.25	-	112X	116.50	-
47Y	111.05	600	80X	113.30	-	112Y	116.55	684
48X	111.10	530	80Y	113.35	620	113X	116.60	-
48Y	111.15	602	81X	113.40	-	113Y	116.65	686
49X	111.20	-	81Y	113.45	622	114X	116.70	-
49Y	111.25	604	82X	113.50	-	114Y	116.75	688
50X	111.30	532	82Y	113.55	624	115X	116.80	-
50Y	111.35	606	83X	113.60	-	115Y	116.85	690
51X	111.40	-	83Y	113.65	626	116X	116.90	-
51Y	111.45	608	84X	113.70	-	116Y	116.95	692
52X	111.50	534	84Y	113.75	628	117X	117.00	-
52Y	111.55	610	85X	113.80	-	117Y	117.05	694
53X	111.60	-	85Y	113.85	630	118X	117.10	-
53Y	111.65	612	86X	113.90	-	118Y	117.15	696
54X	111.70	536	86Y	113.95	632	119X	117.20	-
54Y	111.75	614	87X	114.00	-	119Y	117.25	698
55X	111.80	-	87Y	114.05	634	120X	117.30	-
55Y	111.85	616	88X	114.10	-	120Y	117.35	-
56X	111.90	538	88Y	114.15	636	121X	117.40	-
56Y	111.95	618	89X	114.20	-	121Y	117.45	-
57X	112.00	-	89Y	114.25	638	122X	117.50	-
57Y	112.05	-	90X	114.30	-	122Y	117.55	-
58X	112.10	-	90Y	114.35	640	123X	117.60	-
58Y	112.15	-	91X	114.40	-	123Y	117.65	-
59X	112.20	-	91Y	114.45	642	124X	117.70	-
59Y	112.25	-	92X	114.50	-	124Y	117.75	-
60X	133.30	-	92Y	114.55	644	125X	117.80	-
60Y	133.35	-	93X	114.60	-	125Y	117.85	-
61X	133.40	-	93Y	114.65	646	126X	117.90	-
61Y	133.45	-	94X	114.70	-	126Y	117.95	-
62X	133.50	-	94Y	114.75	648			
62Y	133.55	-	95X	114.80	-			

(35) COMM/NAV/WEATHER REMARKS:
 These remarks consist of pertinent information affecting the current status of communications, NAVAIDs and weather.

ABETA N40°57.88' W124°05.92' NOTAM FILE ACV.

KLAMATH FALLS
L-21

NDB (LMM) 233 CV at Arcata.
Unusable: 005°-100° byd 10 NM
100°-155° byd 5 NM
155°-170° byd 10 NM

ADIN (A26) 1 SW UTC-8(-7DT) N41°11.19' W120°57.26'

KLAMATH FALLS

4229 TPA-5029(800) NOTAM FILE RIU

RWY 09-27: H2850X40 (ASPH) S-12

RWY 27: Thld displcd 286'. Road.

AIRPORT REMARKS: Unattended. Rwy 09-27 severe cracks in pavement.

COMMUNICATIONS: CTAF 122.9

AGUA CALIENTE (L54) 1 NE UTC-8(-7DT) N32°57.34' W116°17.68'

LOS ANGELES

1220 TPA-2020(800) NOTAM FILE SAN

RWY 11-29: H2500X60 (ASPH-ASFC) S-12

RWY 11: Mountain. **RWY 29:** Rgt tfc.

AIRPORT REMARKS: Unattended. Wind permitting, use of Rwy 29 for landing and Rwy 11 for dep recommended due to 460' hill ½ mile west of arpt. Rwy cracking with some pavement breakup adjacent to cracks.

COMMUNICATIONS: CTAF 122.9

AGUA DULCE (L70) 2 E UTC-8(-7DT) N34°30.15' W118°18.88'

LOS ANGELES

2660 **FUEL** 100LL TPA-3660(1000) NOTAM FILE RAL

L-3E, 4G, 7B

RWY 04-22: H4600X50 (ASPH)

RWY 04: Thld displcd 580'. Building.

RWY 22: Thld displcd 838'. Fence. Rgt tfc.

AIRPORT REMARKS: Attended 1600-0200Z±. Arpt unattended Christmas

Day, Thanksgiving Day and New Years Day. Fuel is self svc. Arpt

CLOSED SS-SR. All night ops prohibited by local restrictions.

Formation arr and dep prohibited. No touch and go lds. No

aerobatics permitted. 10-25' wide ditch at 170' along SE edge of

rwy. Avoid flying within 1000' of school approximately one mile

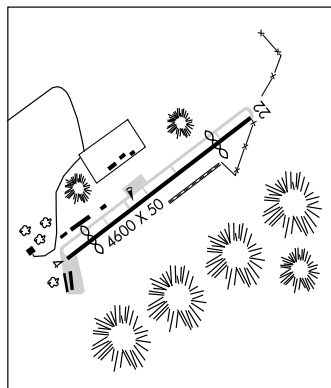
SW. Rwy 04 dep avoid flying over homes 2000' NE of rwy end.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE PMD.

PALMDALE (H) VORTAC 114.5 PMD Chan 92 N34°37.88'

W118°03.83' 223° 14.6 NM to fld. 2498/15E.



ALPINE CO (See MARKLEEVILLE)

ALTURAS

ALTURAS MUNI (AAT) 1 W UTC-8(-7DT) N41°28.98' W120°33.92'

KLAMATH FALLS

4378 B S4 **FUEL** 100LL, JET A TPA-5378(1000) NOTAM FILE AAT

L-11A

RWY 13-31: H4300X50 (ASPH) S-12 MIRL

IAP

RWY 13: Thld dspcd 209'. Road. Rgt tfc.

RWY 31: REIL. VASI(V4L)—GA 3.0° TCH 28'. Railroad.

RWY 03-21: H3096X60 (ASPH) S-12 LIRL 0.4% up NE

RWY 03: REIL. VASI(V4L)—GA 3.0° TCH 28'. Thld dspcd 241'. Railroad.

RWY 21: Thld dspcd 328'. Tree. Rgt tfc.

AIRPORT REMARKS: Attended 1600-0100Z+. Wildlife refuges to the SW, S, and SE present potential bird hazards to acft from Oct-April. Firefighting acft seasonal May-Oct. Arrivals Rwy 21 discouraged due to school on apch. No tkf Rwy 03 to NE except during adverse wind conditions. 150' minimum alt over houses. ACTIVATE MIRL Rwy 13-31; LIRL Rwy 03-21; VASI and REIL Rwy 03 and Rwy 31—CTAF.

WEATHER DATA SOURCES: ASOS 124.175 (530) 233-5251.

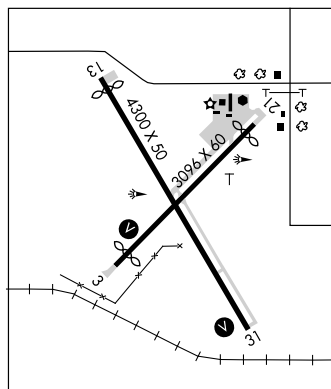
COMMUNICATIONS: CTAF/UNICOM 122.8

® **SEATTLE CENTER APP/DEP CON** 127.6

RADIO AIDS TO NAVIGATION: NOTAM FILE LKV.

LAKEVIEW (H) VORTACW 112.0 LKV Chan 57 N42°29.57' W120°30.43' 163° 60.6 NM to fld. 7460/19E.

HIWAS.



CALIFORNIA PINES (A24) 8 SW UTC-8(-7DT) N41°24.73' W120°41.04'

KLAMATH FALLS

4398 TPA-5198(800) NOTAM FILE RNO

L-11A

RWY 05-23: H4250X45 (ASPH) S-12

RWY 23: Tree. Rgt tfc.

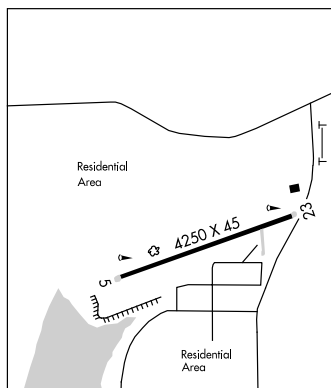
AIRPORT REMARKS: Unattended. Deer invof arpt. Firefighting acft invof arpt May-Oct. Vehicles opr invof arpt. Rwy 05-23 surface loose gravel, cracked pavement with eroded edges. First 750' of Rwy 23 is 45' wide and remaining 4,000' is 50' wide.

COMMUNICATIONS: CTAF/UNICOM 123.0

RADIO AIDS TO NAVIGATION: NOTAM FILE LKV.

LAKEVIEW (H) VORTACW 112.0 LKV Chan 57 N42°29.57' W120°30.43' 168° 65.3 NM to fld. 7460/19E.

HIWAS.



AMEDEE AAF (AHC) (KAHC) A 9N UTC-8(-7DT) N40°15.96' W120°09.04'

KLAMATH FALLS

4012 NOTAM FILE RNO

H-3B, L-9A, L-11A

RWY 08-26: H10000X150 (ASPH) PCN 110 F/C/W/T LIRL

DIAP

RWY 26: VASI. (V4L)

MILITARY SERVICE: LGT ACTIVATE Lgt by req 241.9. Rwy 08 and Rwy 26 portable lgts.

MILITARY REMARKS: Opr Mon-Fri 1600-0000Z+, exc holidays.

WEATHER DATA SOURCES: ASOS C530-827-4520 DSN 855-4520.

COMMUNICATIONS: CTAF 126.1

OAKLAND CENTER APP/DEP 128.8 285.5

RADIO AIDS TO NAVIGATION: NOTAM FILE RNO.

(T) **VORW/DME** 109.0 AHC Chan 27 N40°16.07' W120°09.12' at fld. 4006/17E.

VOR/DME unusable 360°-040° byd 10 NM.

VOR unusable 320°-360°.

ANDY McBETH (See KLAMATH GLEN)

ANGELS CAMP N38°01.40' W120°35.40'

SAN FRANCISCO

RCO 122.3 (RANCHO MURIETA RADIO)

H-3B, L-3B

ANGWIN

ANGWIN-PARRETT FLD (203) 1 E UTC-8(-7DT) N38°34.80' W122°26.13'

SAN FRANCISCO

1848 S4 FUEL 100LL TPA-2698(850) NOTAM FILE OAK

L-26, 3A

RWY 16-34: H3217X50 (ASPH) LIRL

RWY 16: TRCV(TRIL)—GA 5.0° TCH 18'. Tree.

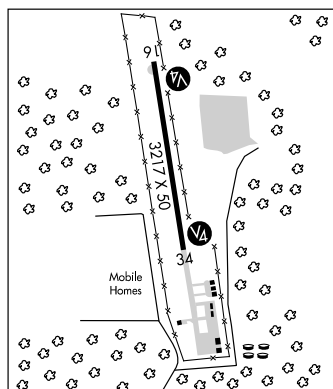
RWY 34: TRCV(TRIR)—GA 5.0° TCH 18'. Trees. Rgt tfc.

AIRPORT REMARKS: Attended Sun-Fri 1600-0100Z+. ACTIVATE LIRL Rwy 16-34 and TRCV Rws 16 and 34—CTAF. NOTE: See Special Notice—Extensive Flight Training in vicinity of Angwin-Parrett Field Airport.

COMMUNICATIONS: CTAF/UNICOM 123.0

RADIO AIDS TO NAVIGATION: NOTAM FILE APC.

SCAGGS ISLAND (L) VORTACW 112.1 SGD Chan 58 N38°10.76' W122°22.39' 336° 24.2 NM to fld. 10/17E.



ANTELOPE MOUNTAIN N41°36.60' W122°37.42'

KLAMATH FALLS

RCO 122.4 (RANCHO MURIETA RADIO)

L-1A

APPLE VALLEY (APV) 3 N UTC-8(-7DT) N34°34.52' W117°11.17'

LOS ANGELES

3062 B S4 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE RAL

H-4I, L-4H, 7C

RWY 18-36: H6498X150 (ASPH) S-70, D-90, 2D-150 MIRL 1.5% up N

IAP

RWY 18: PAPI(P2L)—GA 3.5° TCH 49'. Hiil.

RWY 36: PAPI(P2L)—GA 3.0° TCH 40'. Thld dsplcd 597'. Rgt tfc.

RWY 08-26: H4099X60 (ASPH) S-40, D-60, 2D-100 0.4% up E

RWY 08: PAPI(P2L)—GA 3.0° TCH 38'. P-line. Rgt tfc.

RWY 26: PAPI(P2L)—GA 3.0° TCH 47'.

AIRPORT REMARKS: Attended 1430-0100Z+. Parachute Jumping. For fuel call (760) 559-0616 or (760) 240-4686 from 1700-0200Z+. Aerobatic training NE area of arpt. Rwy 08-26 CLOSED to acft over 12,500 pounds without PPR from arpt manager, call 760-247-2371. Rwy 08-26 CLOSED to ngt ops due to rapidly rising terrain E and W of rwy, W to 3890' within 1.5 NM and E to 3910' within 1.7 NM. Rwy 18-36 on apch to Rwy 36 cross Rwy 08-26. TPA Rwy 18-36 4062(1000), Rwy 08-26 3862(800). South ramp clsd except helicopters, 20' light poles 100' East and 100' West.

COMMUNICATIONS: CTAF/AUNICOM 122.8

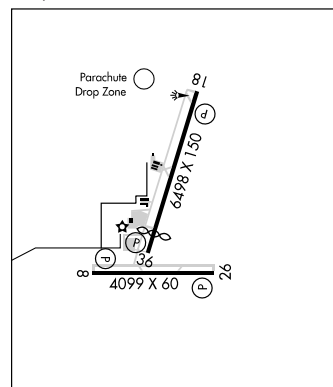
BARSTOW RCO 122.3 (RIVERSIDE RADIO)

JOSHUA APP/DEP CON 124.55

RADIO AIDS TO NAVIGATION: NOTAM FILE DAG.

DAGGETT (L) VORTACW 113.2 DAG Chan 79 N34°57.75' W116°34.69' 218° 37.9 NM to fld. 1760/15E.

HIWAS.



ARCATA/EUREKA

ARCATA (ACV) 7 N UTC-8(-7DT) N40°58.69' W124°06.52'

KLAMATH FALLS

221 B FUEL 100LL, JET A LRA Class I, ARFF Index A NOTAM FILE ACV

H-3B, L-21

RWY 14-32: H6000X150 (ASPH-GRVD) S-60, D-155, 2S-175, 2D-280 HIRL CL 0.7% up SE IAP

RWY 14: REIL. VASI(V4L)—GA 2.8° TCH 51'. Thld displcd 797'. Rgt tfc.

RWY 32: REIL. MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 46'. Tree.

RWY 01-19: H4499X150 (ASPH-GRVD) S-60, D-95, 2S-121, 2D-170 MIRL 0.5% up N

RWY 01: REIL. VASI(V4L)—GA 3.0° TCH 40'.

RWY 19: Trees. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 14: TORA-5998 TODA-5998 ASDA-5998 LDA-5198

RWY 32: TORA-5998 TODA-5998 ASDA-5198 LDA-5198

AIRPORT REMARKS: Attended Sun-Fri 1400-0700Z†, Sat 1500-0200Z†. Fuel avbl 0400-2400 local. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except PPR call arpt manager 707-839-5402. ACTIVATE HIRL Rwy 14-32, REIL and VASI Rwy 14, MALSR, TDZL, REIL, and PAPI Rwy 32—CTAF. MIRL 01-19, REIL and VASI Rwy 01 PPR ctc 707-496-1123 or 707-496-5566.

WEATHER DATA SOURCES: ASOS 118.525 (707) 839-7429.**COMMUNICATIONS:** CTAF/UNICOM 123.0

RCO 122.6 (OAKLAND RADIO)

SEATTLE CENTER APP/DEP CON 124.85

RADIO AIDS TO NAVIGATION: NOTAM FILE ACV.

(L) VORW/DME 110.2 ACV Chan 39 N40°58.89' W124°06.50' at fld. 193/17E.

VOR and DME unusable:

300°-330° byd 25 NM blo 8,000'.

DME unusable:

010°-015° byd 35 NM blo 8,500'

045°-070° byd 25 NM blo 11,000'

070°-130° byd 25 NM blo 10,000'.

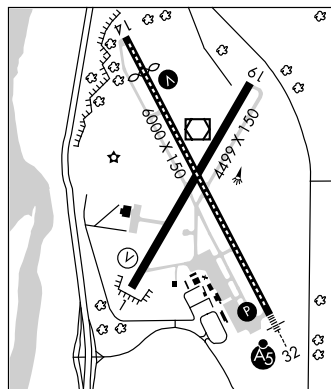
ABETA NDB (LMM) 233 CV N40°57.87' W124°05.94' at fld.

Unusable: 005°-100° byd 10 NM

100°-155° byd 5 NM

155°-170° byd 10 NM

ILS/DME 109.5 I-ACV Chan 32 Rwy 32. Class IE. LMM ABETA NDB.



ARMITAGE FLD (See CHINA LAKE NAWs)

AUBURN MUNI (AUN) 3 N UTC-8(-7DT) N38°57.29' W121°04.90'

SAN FRANCISCO

1539 B S4 FUEL 80, 100LL, JET A TPA—See Remarks NOTAM FILE AUN

L-26, 3A

RWY 07-25: H3700X75 (ASPH) S-30 MIRL 1.2% up E IAP

RWY 07: PAPI(P2L)—GA 3.0°. Thld displcd 200'. Hill.

RWY 25: PAPI(P2L)—GA 3.0° TCH 34'. Hill.

AIRPORT REMARKS: Attended May-Sep 1600-0200Z†, Oct-Apr 1600-0100Z†. Fuel 80 and 100LL avbl 24 hrs, Jet A avbl only during arpt ops hrs. Ultralight activity on and invof arpt. TPA-2539(1000), helicopter TPA-2119(580), rgt tfc for Rwy 07. Noise abatement procedure for Rwy 25; after tkf speed and altitude permitting make 20° left turn at end of rwy to avoid mobile home park and convalescent hospital. Rwy 07 straight out dep is preferred dep route. ACTIVATE MIRL Rwy 07-25, PAPI Rwy 07 and Rwy 25—CTAF.

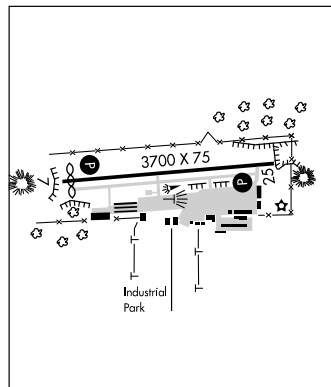
WEATHER DATA SOURCES: AWOS-3 119.375 (530) 888-8934.**COMMUNICATIONS:** CTAF/UNICOM 122.7

® NORCAL APP/DEP CON 125.4

RADIO AIDS TO NAVIGATION: NOTAM FILE TVL.

SQUAW VALLEY (L) VORW/DME 113.2 SWR Chan 79 N39°10.82'

W120°16.18' 235° 40.3 NM to fld. 8850/16E. HIWAS.



AVALON**CATALINA** (AVX) 6 NW UTC-8(-7DT) N33°24.30' W118°24.95'**LOS ANGELES**

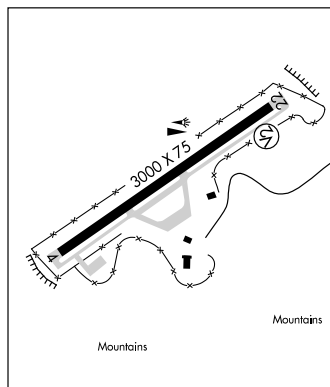
1602 TPA—2602(1000) NOTAM FILE AVX

L-3E, 4G**RWY 04-22:** H3000X75 (ASPH) 1.8% up SW**IAP****RWY 22:** REIL. PVASI(PSIL)—GA 3.0° TCH 50'. Rgt tfc.

AIRPORT REMARKS: Attended Apr 15–Oct 15 1600–0300Z†, Oct 16–Apr 14 1600–0100Z†. Arpt CLOSED for all opr other than during published attendance schedule hrs exc for emerg. Rwy 04-22 Limited by airport operator to 12,500 lbs. gross weight. Full stop ldg only. No intersection takeoff. For public use, approval required through UNICOM prior to takeoff or ldg. Ldg fee. Rwy 22 first 2000' slopes up; remainder level. Pilots cannot see aircraft on opposite ends of runway due to gradient. Rwy 04-22 surface rough with numerous potholes and soft spots. Potholes and loose pavement fragments on rwy. For weather call 1-800-255-8700. Rwy 04-22 NSTD MIRL, 2971' lgt between thresholds only. Rwy 04-22 safety areas both ends, 1600'+ dropoffs to the sea. NSTD rwy lights for emerg use only call 310-510-0143. PSIL Rwy 22 opr during arpt opr hrs.

WEATHER DATA SOURCES: ASOS 120.675 (310) 510-9641.**COMMUNICATIONS:** CTAF/UNICOM 122.7**®** **SOCAL APP/DEP CON** 127.4**RADIO AIDS TO NAVIGATION:** NOTAM FILE HHR.

SANTA CATALINA (L) VORTACW 111.4 SXC Chan 51 N33°22.50' W118°25.20'
352° 1.8 NM to fld. 2090/15E.

**AVENAL** N35°38.82' W119°58.72' NOTAM FILE RIU.**LOS ANGELES**(H) **VORTACW** 117.1 AVE Chan 118 079° 14.4 NM to Lost Hills—Kern Co. 710/16E.**H-4H, L-3C, 7A****BAKER** (Ø02) 2 NW UTC-8(-7DT) N35°17.18' W116°04.88'**LOS ANGELES**

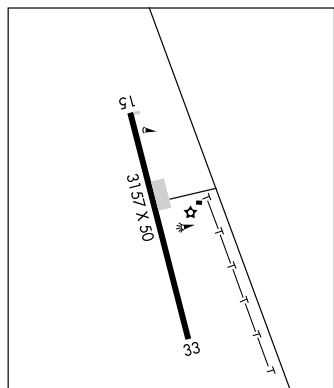
922 B TPA—1922(1000) NOTAM FILE RAL

L-7D**RWY 15-33:** H3157X50 (ASPH) MIRL**RWY 33:** P-line. Rgt tfc.

AIRPORT REMARKS: Unattended. Mountain ½ mile W of arpt. Pavement has cracks and loose rocks. ACTIVATE MIRL Rwy 15-33—CTAF.

COMMUNICATIONS: CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE DAG.

DAGGETT (L) VORTACW 113.2 DAG Chan 79 N34°57.75'
W116°34.69' 036° 31.2 NM to fld. 1760/15E. **HIWAS.**



BAKERSFIELD

BAKERSFIELD MUNI (L45) 3 S UTC-8(-7DT) N35°19.49' W118°59.76'

LOS ANGELES

378 B S4 FILE 10011 TPA-1178(800) NOTAM FILE E BIL

1-3D 7B

RWY 16-34: H4000X75 (ASPH) S-20 MIRL

IAP

RWY 16: Road, Rgt tfc.

RWY 34: PAPI(P2L)—GA 4.0° TCH 54'. P-line.

AIRPORT REMARKS: Attended 1500-0100Z+. 100' pole line 1/2 mile south of arpt.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.45 (RANCHO MURIETA RADIO)

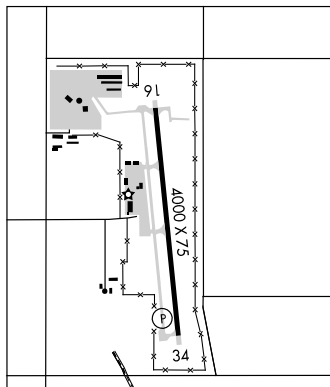
® BAKERSFIELD APP/DEP CON 126.45 (1400-0700Z±)

(R) L.A. CENTER APP/DEP CON 127.1 (0700-1400Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE BEL.

SHAFTER (H) VORTACW 115.4 EHF Chan 101 N35°29.07'

W119°05.84' 139° 10.8 NM to fld. 548/14E. HIWAS.



MEADOWS FLD (BFL) 3 NW UTC-8(-7DT) N35°26.03' W119°03.46'

LOS ANGELES

510 B S4 FUEL 100.100LL JET A OX 2 ARFF Index—See Remarks NOTAM FILE BFL H-4H, L-3D, 7B

RWY 12L-30R: H10855X150 (ASPH-GRVD) S-110, D-200, 2S-175, 2D-500, 2D/2D2-850 HIRL CL IAP, AD

RWY 12L: VASI(V4L)—GA 3.0° TCH 52', 0.4% down.

RWY 30R: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 64'. Thld dspld

3426', Rgt tfc. 0.3% up.

RWY 12R-30L: H7703X100 (ASPH) S-18 MIRL 0.3% up NW

RWY 12R: PAPI(P4L)—GA 3.0° TCH 25'. Rgt tfc.

RWY 30L: PAPI(P4L)—GA 3.0° TCH 25'. Thld dspld 3382'. Tree.

AIRPORT REMARKS: Attended continuously. Rwy 12R-30L CLOSED when twr clsd. Right base ops for Rwy 30R establish wings level on final apch no lower than 300' AGL. Noise sensitive areas S and E of arpt recommended tower training hrs weekdays 1600-0600Z†, weekends 2000-0600Z‡ no more than ten practice approaches per hour. Class I, ARFF Index B. Index C ARFF avbl. Centerline lgts Rwy 30R only. RVR touchdown, midfield, rollout Rwy 30R avbl. When twr clsd ACTIVATE HIRL Rwy 12L-30R, PAPI and MALSR Rwy 30R—CTAF. PAPI Rwy 12R and PAPI Rwy 30L opr continuously.

WEATHER DATA SOURCES: ASOS (661) 393-3766.

COMMUNICATIONS: CTAF 118.1 ATIS 118.6 (661) 399-9425

UNICOM 122.95

BAKERSFIELD RCO 122.45 (RANCHO MURIETA RADIO)

BAKERSFIELD APP CON 118.9 (N) 118.8 (S) (1400-0700Z±)

BAKERSFIELD DEP CON 126.45 (N.S) (1400-0700Z±)

® L.A. CENTER APP/DEP CON 127.1 (0700-1400Z±)

BAKERSFIELD TOWER 118.1 (1400-0700Z±) GND CON 121.7

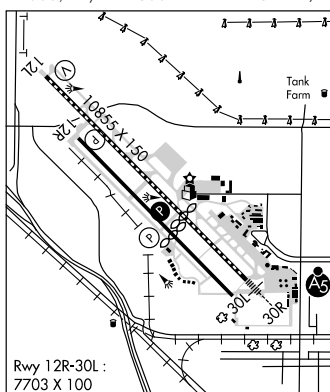
AIRSPACE: CLASS D svc 1400-0700Z± other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE BEL.

SHAFTER (H) VORTACW 115.4 EHF Chan 101 N35°29.07' W119°05.84' 133° 3.6 NM to fld. 548/14E.

HIWAS.

ILS/DME 111.9 I-BFL Chan 56 Rwy 30R. ILS unmonitored when twr clsd.



BANNING MUNI (BNG) 1 SE UTC-8(-7DT) N33°55.36' W116°51.03'

LOS ANGELES

2219 B FUEL 100LL TPA-3219(1000) NOTAM FILE RAL

H-4I, L-4H

RWY 08-26: H5200X150 (ASPH) S-12.5 MIRL

RWY 08: Pole.

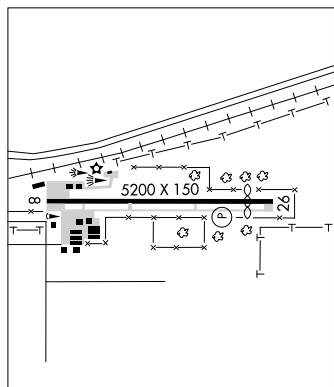
RWY 26: PAPI(P2L)-GA 3.5°. Thld dsplcd 230'. Rgt tfc.

AIRPORT REMARKS: Attended 1600-0100Z±. For arpt attendant call 951-922-3320. No intersection tkfs to the W. Rwy 08-26 no straight-in lds. ACTIVATE MIRL Rwy 08-26-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE RAL.

PARADISE (H) VORTAC 112.2 PDZ Chan 59 N33°55.10'
W117°31.80' 074° 33.9 NM to fld. 1432/15E.



BARD N32°46.09' W114°36.17' NOTAM FILE SAN.

PHOENIX

(H) VORTAC 116.8 BZA Chan 115 167° 6.7 NM to Yuma MCAS-Yuma Intl. 130/14E.

H-4I, L-5A

VORTAC unusable 280°-300° byd 27 NM blo 3,600'.

RCO 122.1R 116.8T (SAN DIEGO RADIO)

BARSTOW N34°50.93' W117°02.75'

LOS ANGELES

RCO 122.3 (RIVERSIDE RADIO)

L-7C

BARSTOW-DAGGETT (See DAGGETT)

BEALE AFB (BAB)(KBAB) AF 6 E UTC-8(-7DT) N39°08.17' W121°26.19' **SAN FRANCISCO**
 113 B TPA—See Remarks NOTAM FILE BAB Not insp. **H-3B, L-26, 3A**
RWY 15-33: H12000X300 (CONC-GRVD) PCN 76 R/B/W/T HIRL **DIAP, AD**
RWY 15: ALSF1. PAPI(P4L). **RWY 33:** ALSF1. PAPI(P4L).
MILITARY SERVICE: JASU (AM32A-60A) (A/M32A-86) 7(MC-1A) (MC-2A) **FUEL J8 FLUID W SP LPOX LOX**
OIL O-128-133-148 TRAN ALERT Svc avbl Mon-Fri 1500-0000Z† except federal holidays. Acft that arrive after 2300Z† will not be svc until next duty day. Fleet svc avbl, 24 hr prior notice rqr.
MILITARY REMARKS: Opr 24 hrs from Mon 1400Z† thru Sat 0600Z† and/or by NOTAM, clsd weekends and holidays. See FLIP AP/1 Supplementary Arpt Remark. **RSTD** PPR 24 hr prior notice, ctc Base OPS DSN 368-2002/9120, C530-634-2002/9120. Issued PPR valid 1 hr +/- ETA, early/late arr/dep must be re-coordinated. Ctc Command Post DSN 368-5700 for acft practice apch approval. No transient acft practice apch Mon-Fri 1400-0200Z†, other times transient acft can expect local training to receive priority. Transient acft with PPR number authorized single apch to full stop ldg. Limited parking avbl. Twy M rstd to daytime VFR ops only. **CAUTION:** Beale AFB is located on a major migratory bird flyway. Security fence and lgts located less than 200' fm Twy F centerline. Runway 300' wide marked at 150'. Full 300' width useable. **TFC PAT** TPA—Rectangular pattern 1100 (987), overhead pattern 2100 (1987). Fighter type acft fly rgt tfc Rwy 15. **CSTMS/AG/IMG** 24 hr prior notice rqr for Customs and Agriculture. **MISC** Transient acft expect progressive taxi. No COMSEC material avbl. Transient aircrew should plan to arrive with appropriate COMSEC to complete entire mission. **AFRC** 940th Command Post, DSN 368-1901, C530-634-1901.
COMMUNICATIONS: ATIS 273.5 (Opr during Wing ops) **PTD** 140.875 372.2 (140.875 for use only within 16.2 NM, 15,000' or blo)
 (R) **NORCAL APP/DEP CON** 125.4 259.1
TOWER 119.4 276.15 (Opr 24 hrs from Mon 1400Z† thru Sat 0600Z† and/or by NOTAM, clsd weekends and holidays.)
GND CON 121.6 257.75
WING COMMAND POST 321.0 311.0 (321.0 Inbound acft ctc Command Post 35 min prior ETA with intentions.)
940th COMMAND POST (TAHOE CON) 256.025 **PMSV METRO** 239.8 (Full svc avbl during hrs of scheduled ops, limited svc other times.) PMSV svc avbl only when Wx Flight on duty. Wx obsn avbl 24 hr via auto obsn system; wx flight on duty during normal wing flying hr or forecast severe wx DSN 386-9134, C530-634-9134. During Wx Flight closures remote briefing svc avbl from 25 Op Wx Squadron DSN 228-6598/6599/6588. When auto obsn system inoperable, obstruction from 325°-060°, 080°-220° and 245°-280° may impact prevailing visibility." **SOF** 139.6 240.225
AIRSPACE: CLASS C Opr 24 hrs from Mon 1400Z† thru Sat 0600Z† and/or by NOTAM, other times CLASS G, CLASS E 700' AGL and above.
RADIO AIDS TO NAVIGATION: NOTAM FILE BAB.
 (H) **TACAN** Chan 23 BAB (108.6) N39°08.09' W121°26.45' at fld. 90/16E. No NOTAM MP Thu 1200-1800Z†.
ILS 109.5 I-BAB Rwy 15. No NOTAM MP Tue 1200-1800Z†.
ILS 109.5 I-MIZ Rwy 33. No NOTAM MP Tue 1200-1800Z†.
ASR/PAR PAR Tue-Thu 1800-2200Z†. PAR No NOTAM MP Mon-Fri 1500-1730Z†.

BEAVER N32°52.79' W118°26.45' NOTAM FILE NSD. **LOS ANGELES**
 (W) **TACAN** Chan 86 NSD (113.9) at San Clemente Island NALF. 2000/14E. **H-41, L-4G**
 TACAN unusable 240°-290°, 325°-020°

BECCA N33°45.40' W118°04.64' NOTAM FILE LGB. **LOS ANGELES**
NDB (LOM) 233 LG 301° 5.2 NM to Long Beach (Daugherty Fld). Unmonitored 0745-1415Z† **COPTER**
 (when LGB twr clsd). **L-3E, 4G, A**

BECKWOURTH**NERVINO** (OØ2) 1 E UTC-8(-7DT) N39°49.11' W120°21.17'**SAN FRANCISCO**4900 B S4 **FUEL** 100LL TPA-5900(1000) NOTAM FILE RNO

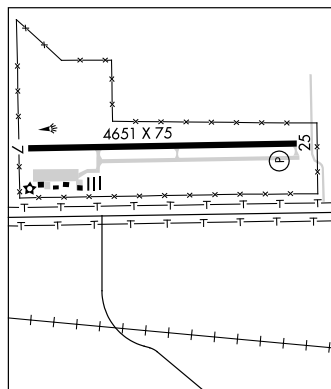
L-9A, 11A

RWY 07-25: H4651X75 (ASPH) S-12 MIRL

IAP

RWY 07: Road. Rgt tfc.**RWY 25:** PAPI(P2L)-GA 3.5° TCH 50'. Fence.**AIRPORT REMARKS:** Attended 1600-0300Z±. ACTIVATE MIRL Rwy 07-25-CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.8® **RENO APP/DEP CON** 126.3**RADIO AIDS TO NAVIGATION:** NOTAM FILE RNO.**MUSTANG (H) VORTACW** 117.9 FMG Chan 126 N39°31.88'

W119°39.37' 282° 36.6 NM to fld. 5949/16E.

**BENTON FLD** (See REDDING)**BERMUDA DUNES** (See PALM SPRINGS)**BIEBER****SOUTHARD FLD** (O55) 2 NE UTC-8(-7DT) N41°08.37' W121°07.48'**KLAMATH FALLS**

4158 B NOTAM FILE RIU

L-11A

RWY 04-22: H2980X35 (ASPH) S-12.5 LIRL**RWY 04:** Trees. **RWY 22:** Thld displcd 500'. Road.**AIRPORT REMARKS:** Unattended. Rwy 04-22 faded rwy numbers, no centerline, no thld marking. 04-22 lateral cracks full length of rwy surface. Rwy 04-22 thld lgts at both ends are 360° green. ACTIVATE LIRL Rwy 04-22-CTAF.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE RDD.**REDDING (T) VOR/DME** 108.4 RDD Chan 21 N40°30.27' W122°17.50' 036° 65.4 NM to fld. 490/18E.**BIG BEAR CITY** (L35) 0 W UTC-8(-7DT) N34°15.83' W116°51.36'**LOS ANGELES**6752 B S4 **FUEL** 100LL, JET A TPA-7952(1200) NOTAM FILE RAL

H-4I, L-4H, 7C

RWY 08-26: H5850X75 (ASPH) S-12.5 MIRL

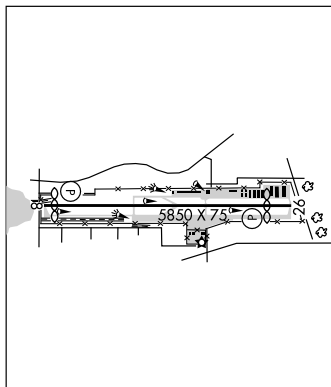
IAP

RWY 08: PAPI(P2L)-GA 4.30° TCH 29'. Thld displcd 370'. Rgt tfc.**RWY 26:** PAPI(P2L)-GA 4.30° TCH 46'. Thld displcd 600'. Trees.

AIRPORT REMARKS: Attended 1600-0100Z±. Jet A fuel avbl 1600-0000Z±, self service after hrs. 100LL avbl 24 hr self service. Mountains all quadrants; peak hazard lgts SE, S, & NW. Extreme noise sensitive area; practice noise abatement procedures. Noise abatement procedures: Avoid overflying of high school 1 mile east at all times. On takeoff make 10° left turn at end of rwy to avoid housing to east and elementary school to west of arpt. ACTIVATE MIRL Rwy 08-26-CTAF. PAPI Rwy 08 and PAPI Rwy 26 opr continuously.

WEATHER DATA SOURCES: AWOS-3 135.925 (909)585-4033.**COMMUNICATIONS:** CTAF/UNICOM 122.725**L.A. CENTER APP/DEP CON** 126.35**RADIO AIDS TO NAVIGATION:** NOTAM FILE RAL.**PARADISE (H) VORTAC** 112.2 PDZ Chan 59 N33°55.10'

W117°31.80' 043° 39.4 NM to fld. 1432/15E.

**BIG SUR** N36°10.88' W121°38.53' NOTAM FILE OAK.**SAN FRANCISCO**(L) **VORTACW** 114.0 BSR Chan 87 104° 22.7 NM to Tusi AHP (Hunter Liggett). 4085/16E.

H-4H, L-3C

DME portion unusable 320°-085° byd 35 NM blo 9,000'

BISHOP**EASTERN SIERRA RGNL** (BIH) 2 E UTC-8(-7DT) N37°22.39' W118°21.82'**SAN FRANCISCO**

4124 B S4 FUEL 100LL, JET A OX 2 TPA-5124(1000) NOTAM FILE BIH

H-3C, L-9A**RWY 12-30:** H7498X100 (ASPH-PFC) S-70, D-110, 2S-139, 2D-200, C5-685 HIRL 0.3% up NW**IAP****RWY 12:** VASI(V2L)—GA 3.0° TCH 48'. Trees.**RWY 30:** VASI(V2L)—GA 3.5° TCH 55'. Tree.**RWY 16-34:** H5600X100 (ASPH-PFC) S-100, D-140, 2S-175, 2D-240 HIRL**RWY 16:** VASI(V2L)—GA 3.0° TCH 39'.**RWY 34:** VASI(V2L)—GA 3.0° TCH 39' Trees.**RWY 07-25:** H5567X100 (ASPH) S-40, D-56, 2D-98

MIRL 0.4% up W

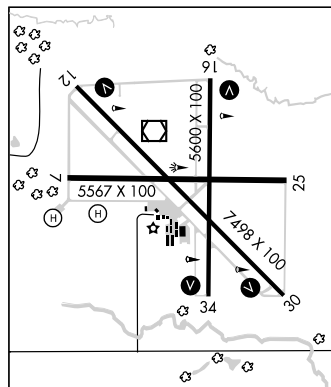
RWY 07: Trees.

AIRPORT REMARKS: Attended Mon-Fri 1530-0200Z†, Sat-Sun 1500-0100Z†. Hang glider activity invof arpt. Due to high apch minimums pilots may need an IFR alternate even though weather is forecast to be higher than 2000'-3. No straight-in apchs; no intersection departures; left traffic pattern all rwys; helicopter t/c apch arpt from the W boundary. VASI Rwy 16, VASI Rwy 30 and VASI Rwy 34 unusable byd 1 NM. ACTIVATE MIRL Rwy 07-25, HIRL Rws 12-30 and 16-34, VASI Rws 12, 30, 16 and 34—CTAF.

WEATHER DATA SOURCES: ASOS 119.025 (760) 872-2658.**COMMUNICATIONS:** CTAF/UNICOM 123.0

RCO 122.6 (RIVERSIDE RADIO)

OAKLAND CENTER APP/DEP CON 125.75

RADIO AIDS TO NAVIGATION: NOTAM FILE BIH.**BISHOP (T) VORW/DME** 109.6 BIH Chan 33 N37°22.62' W118°21.99' at fld. 4117/15E.**LDA/DME** 109.1 I-BIH Chan 28 Rwy 16. LOC/DME unusable byd 14.5 NM blo 8,600'.**HELIPAD H1:** H40X40 (ASPH)**HELIPAD H2:** H100X100 (ASPH)**BISHOP** N37°22.62' W118°21.99' NOTAM FILE BIH.**SAN FRANCISCO**

(T) VORW/DME 109.6 BIH Chan 33 at Eastern Sierra Rgnl. 4117/15E.

H-3B, L-9A

VOR/DME unusable 360°-105° byd 18 NM.

BLACK METAL PEAK N34°18.55' W114°09.92'**PHOENIX**

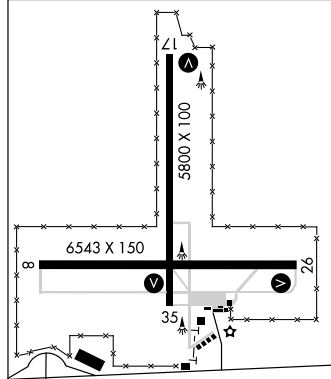
RCO 122.55 (PRESCOTT RADIO)

L-5A**BLUE CANYON-NYACK** (See EMIGRANT GAP)

BLYTHE (BLH) 6 W UTC-8(-7DT) N33°37.15' W114°43.01'
 399 B FUEL 100LL, JET A TPA-1199(800) NOTAM FILE BLH
RWY 08-26: H6543X150 (ASPH) S-80, D-160, 2S-175, 2D-300
RWY 26: VASI(V4L)—GA 3.0° TCH 42'.
RWY 17-35: H5800X100 (ASPH) S-52, D-76, 2S-100, 2D-135
 MIRL

PHOENIX
 H-4J, L-4J, 5A
 IAP

MIRL



RWY 17: VASI(V4L)—GA 3.0° TCH 40'.
RWY 35: VASI(V4L)—GA 3.0° TCH 40'.
AIRPORT REMARKS: Attended 1500-0100Z+. Acft over 12,500 pounds avoid housing area 1.5 NM SW below 2000'. Final apch Rwy 35 be established 2 NM from touchdown. Departure from Rwy 17 make climbing left turn soon as safety permits. Use wide t/c pattern for Rwy 26 and Rwy 35. Power plant 1 mile east of arpt producing thermal plumes; avoid low altitude direct overflight of the power plant. ACTIVATE MIRL Rwy 17-35 and Rwy 08-26 and VASI Rwy 17, Rwy 35, and Rwy 26—CTAF.

WEATHER DATA SOURCES: ASOS 120.175 (760) 922-3000.

COMMUNICATIONS: CTAF/AUNICOM 122.8

RCO 122.4 (RIVERSIDE RADIO)

L.A. CENTER APP/DEP CON 128.15

RADIO AIDS TO NAVIGATION: NOTAM FILE BLH.

(H) VORTACW 117.4 BLH Chan 121 N33°35.76'
 W114°45.68' 044° 2.6 NM to fld. 410/14E. HIWAS.

VOR unusable:

280°-295° byd 30 NM blo 7,000'

295°-325° byd 15 NM blo 12,000'

DME unusable:

280°-335° byd 15 NM blo 14,000'

325°-018° byd 30 NM blo 7,000'

335°-018° byd 15 NM blo 8,000'

BOB HOPE (See BURBANK)

BOING N32°44.40' W117°12.95' NOTAM FILE SAN.

LOS ANGELES

NDB (LMM) 245 AN 092° 1.4 NM to San Diego Intl. SHUTDOWN.

BOONVILLE (D83) 1 NW UTC-8(-7DT) N39°00.84' W123°22.91'

SAN FRANCISCO

371 TPA-1171(800) NOTAM FILE OAK

L-26

RWY 13-31: H3240X50 (ASPH) S-30

RWY 13: Thld displcd 460'. Trees.

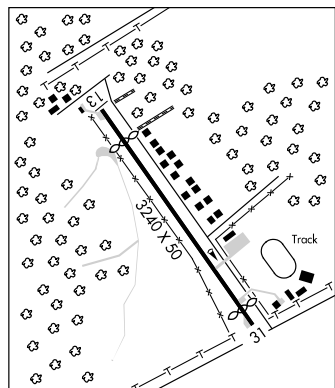
RWY 31: Thld displcd 256'. Hill. Rgt t/c.

AIRPORT REMARKS: Unattended. Ditch SW side of Rwy 13-31. Back taxi on rwy, do not mistake county road for twy. Pavement gross weight strength estimated by arpt manager 12,500 pounds.

COMMUNICATIONS: CTAF/UNICOM 122.7

RADIO AIDS TO NAVIGATION: NOTAM FILE UKI.

MENDOCINO (H) VORTACW 112.3 ENI Chan 70 N39°03.19'
 W123°16.45' 229° 5.6 NM to fld. 2980/16E. HIWAS.



BORREGO SPRINGS**BORREGO VALLEY** (LØ8) 3 E UTC-8(-7DT) N33°15.54' W116°19.26'**LOS ANGELES**

520 B FUEL 100LL TPA-1520(1000) NOTAM FILE SAN

H-41, L-41

RWY 08-26: H5011X75 (ASPH) S-30, D-54, 2D-90 MIRL

IAP

RWY 08: PAPI(P2L)-GA 3.0° TCH 42'. Road. Rgt tfc.

RWY 26: PAPI(P2L)-GA 3.0° TCH 42'.

AIRPORT REMARKS: Attended 1600-0000Z†. Be aware of frequent changes in wind direction. Do not overfly elementary school SW of arpt. Aerobatic activity N side of arpt during dalgt hours from surface to 5000'. 140' tower 1600' N of Rwy 08. Rwy 08 has 400' blast pad byd end of runway. During hot weather heavy acft park on concrete pads. All acft tfc patterns to S. ACTIVATE MIRL Rwy 08-26; PAPI Rwy 08 and Rwy 26 and Twy lgts-CTAF.

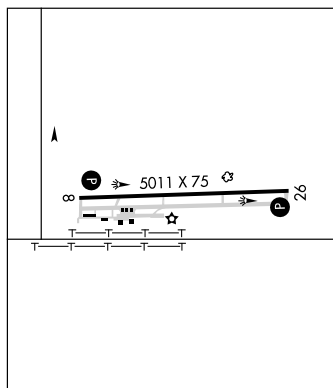
WEATHER DATA SOURCES: AWOS-1 126.575 (760) 767-3308.**COMMUNICATIONS:** CTAF/UNICOM 122.8

LOS ANGELES CENTER APP/DEP CON 128.6

RADIO AIDS TO NAVIGATION: NOTAM FILE SAN.

JULIAN (L) VORTACW 114.0 JLI Chan 87 N33°08.43'

W116°35.16' 047° 15.1 NM to fld. 5560/15E. HIWAS.

COMM/NAV/WEATHER REMARKS: UNICOM staffed 1600-0000Z†.**BORREGO VALLEY** (See BORREGO SPRINGS)**BRACKETT FLD** (See LA VERNE)**BRAWLEY MUNI** (BWC) 1 NE UTC-8(-7DT) N32°59.58' W115°31.01'**LOS ANGELES**

-128 B S4 FUEL 100LL TPA-See Remarks NOTAM FILE SAN Not insp.

L-41

RWY 08-26: H4402X60 (ASPH) S-20 MIRL

IAP

RWY 08: VASI(V2L)-GA 3.2° TCH 25'. Thld dsplcd 394'. Railroad.

RWY 26: VASI(V2L)-GA 3.0° TCH 24'. Thld dsplcd 395'. Rgt tfc.

AIRPORT REMARKS: Attended 1600-0100Z†. For fuel use cardlock-continuous. TPA-672(800) conventional acft; 1072(1200) jet acft. ACTIVATE MIRL Rwy 08-26 and twy lights-CTAF.

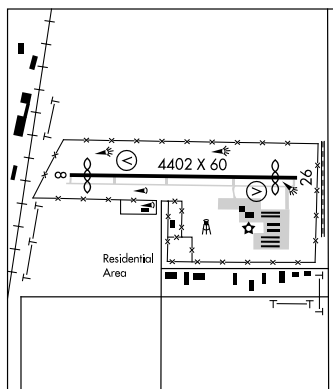
COMMUNICATIONS: CTAF 122.9

L.A. CENTER APP/DEP 128.6

RADIO AIDS TO NAVIGATION: NOTAM FILE IPL.

IMPERIAL (H) VORTAC 115.9 IPL Chan 106 N32°44.93'

W115°30.52' 344° 14.6 NM to fld. -20/14E.

**BRIDGE BAY RESORT SPB** (See REDDING)

BRIDGEPORT**BRYANT FLD**

(O57) 0 NE UTC-8(-7DT) N38°15.85' W119°13.36'

SAN FRANCISCO

L-9A

6468 B FUEL 100 TPA-7168(700) NOTAM FILE RAL

RWY 16-34: H4239X60 (ASPH) S-30 MIRL

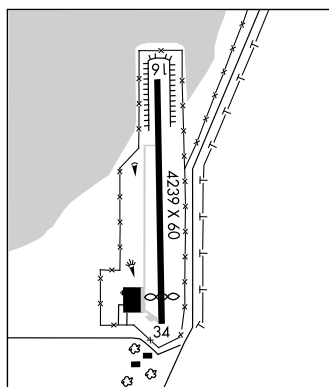
RWY 16: Rgt tfc. RWY 34: Thld displcd 389'. Fence.

AIRPORT REMARKS: Unattended. For fuel call 760-932-7153. Rotating bcn located ¼ mile E of the arpt on top of hill. Birds tend to congregate at N end of rwy. ACTIVATE MIRL Rwy 16-34-122.8.

COMMUNICATIONS: CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE RNO.

MINA (H) VORTAC 115.1 MVA Chan 98 N38°33.92'

W118°01.97' 236° 58.9 NM to fld. 7860/17E. HIWAS.

**BRIJJ** N37°34.33' W122°15.59' NOTAM FILE SFO.

SAN FRANCISCO

NDB (LOM) 379 SF 282° 6.2 NM to San Francisco Intl. Unusable 160°-195° byd 6 NM

A

BROWN FLD MUNI

(See SAN DIEGO)

BROWNSVILLE

(F25) 2 SW UTC-8(-7DT) N39°27.31' W121°17.50'

SAN FRANCISCO

2120 TPA-2920(800) NOTAM FILE RIU

RWY 06-24: H2326X20 (ASPH-CONC)

RWY 06: Rgt tfc. RWY 24: Tree.

AIRPORT REMARKS: Unattended. Landings, full length, no mid field turn around, ground soft when wet. Rwy 06-24 pavement narrow, grvl edges are soft when wet. Trees surround arpt on North, South, and East. Steep drop-off to West. Terrain rises 850' abv rwy elevation 4,000' East of rwy end.

COMMUNICATIONS: CTAF 122.9**BRYANT FLD**

(See BRIDGEPORT)

BUCHANAN FLD

(See CONCORD)

BURBANK**BOB HOPE** (BUR) 3 NW UTC-8(-7DT) N34°12.03' W118°21.52'

LOS ANGELES

778 B S4 FUEL 100LL, JET A, MOGAS OX 1, 3 LRA Class I, ARFF Index C

NOTAM FILE BUR COPTER

RWY 15-33: H6885X150 (ASPH-GRVD) S-30, D-180, 2S-175, 2D-300 MIRL

H-41, L-3E, 4G, 7B, A

1.2% up NW

IAP, AD

RWY 15: REIL. VASI(V4L)—GA 3.25° TCH 42'. Thld dsplcd 909'.

Railroad. Rgt tfc.

RWY 33: REIL. PAPI(P4L)—GA 3.2° TCH 61'. Thld dsplcd 350'. Pole.

RWY 08-26: H5802X150 (ASPH-GRVD) S-30, D-180, 2S-175,

2D-300 HIRL 0.5% up W

RWY 08: MALSR. PAPI(P4L)—GA 3.0° TCH 75'. Road. Rgt tfc.

RWY 26: REIL. Pole.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 15	08-26	4250

ARRESTING GEAR/SYSTEM

RWY 08: EMAS

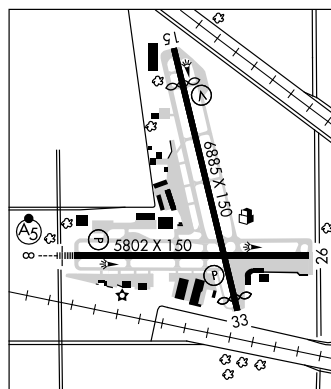
AIRPORT REMARKS: Attended continuously. Rwy 08 CLOSED tkf multiengine over 12,500 lbs. Hang glider activity between 5 and 10 NM N of arpt 6000' AGL SR-SS. Bird activity N end Rwy 15-33 and W end Rwy 08-26. Helicopter and fixed wing acft operating 2503' MSL (1500 AGL) and below at Whiteman Arpt 5 miles NW. Turbulent conditions near arpt at times of high winds from N and E. Downdrafts/wind shear may occur at liftoff or final. Helicopter arrivals restricted to Rwy 08-26 and Rwy 15-33. Auto-coupled apchs not authorized blo 977' MSL 0.42 NM to AER. Rwy 15 VASI unusable byd 5° of centerline. Rwy 08 runway visual range touchdown. 8' blast fence 260' from departure end of Rwy 26. 14' blast fence 256' from departure end of Rwy 08. 14' blast fence 35' from departure end of Rwy 15. 14' blast fence 93' from departure end of Rwy 33. Twy A restricted to acft with wingspan of 171' or less. Twy G restricted to acft with wingspan of 95 ft or less. Twy B restricted to acft with wingspan of 79' or less beginning 300' north of Twy D and continuing north. Nstd blue twy centerline along the west end of Twy Delta used to bypass the ILS critical area when directed by twr. No general aviation acft parking at terminal ramp. Restrictions and fines effective 0600-1500Z† for stage 2 jets, certain props, run-ups and flight training activities, call 818-840-8840 before operating. Pilots should call ahead for arpt noise rules 818-840-8840.

WEATHER DATA SOURCES: ASOS (818) 841-1384. LAWRS.**COMMUNICATIONS:** D-ATIS 134.5 (818) 843-6633 135.125 (Arr via FIM/PMD VORTAC only.) UNICOM 122.95**BURBANK RCO** 122.35 (HAWTHORNE RADIO)

Ⓡ **SOCAL APP/DEP CON** 135.05 (BUR 050°-150°), 134.2 (VNY 160°-280°), 124.6 (S between BUR 150°-VNY 160°), 120.4 (VNY 280°-BUR 050°)

TOWER 118.7 (HELICOPTERS) 132.325 **GND CON** 123.9 **CLNC DEL** 118.0**AIRSPACE:** CLASS C svc ctc **APP CON****RADIO AIDS TO NAVIGATION:** NOTAM FILE VNY.**VAN NUYS (L) VORW/DME** 113.1 VNY Chan 78 N34°13.41' W118°29.50' 087° 6.8 NM to fld. 812/15E.**VINEE NDB (LMM)** 253 UR N34°11.90' W118°22.67' at fld.

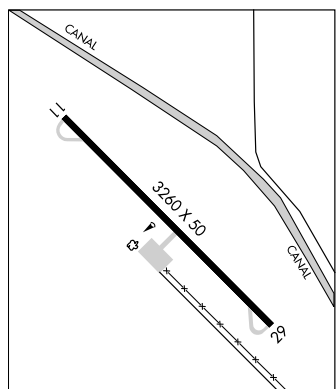
ILS 109.5 I-BUR Rwy 08. Class IA. LMM VINEE NDB. Localizer unusable LMM inbound. LOC unusable byd 30° right of course.

**BUTTE VALLEY** (See DORRIS)

BUTTONWILLOW**ELK HILLS—BUTTONWILLOW** (L62) 3 S UTC-8(-7DT) N35°21.21' W119°28.78'

LOS ANGELES

326 TPA—1126(800) NOTAM FILE RIU

RWY 11-29: H3260X50 (ASPH) S-10**RWY 11:** Rgt tfc.**AIRPORT REMARKS:** Unattended. Arpt CLOSED to night ops. Radio controlled model acft below 800' AGL invof arpt. Crop dusting ops prohibited except by PPR arpt manager 661-391-1800.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE BFL.**SHAFTER (H) VORTACW** 115.4 EHF Chan 101 N35°29.07' W119°05.84' 233° 20.3 NM to fld. 548/14E. **HIWAS.****BYRON** (C83) 2 S UTC-8(-7DT) N37°49.71' W121°37.55'

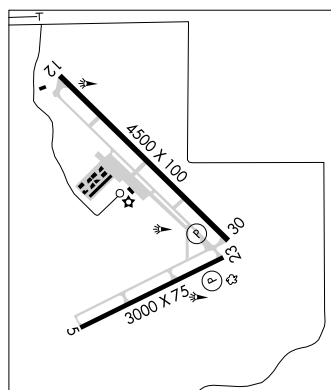
SAN FRANCISCO

79 B **FUEL** 100LL NOTAM FILE OAK

L-2F, 3B

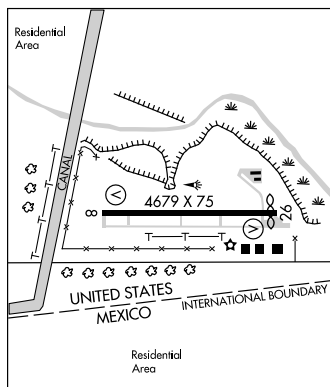
RWY 12-30: H4500X100 (ASPH) S-29.5 MIRL 0.4% up NW

IAP

RWY 12: Pole.**RWY 30:** REIL. PAPI(P2L)—GA 3.5° TCH 25'. Hill. Rgt tfc.**RWY 05-23:** H3000X75 (ASPH) S-29.5 MIRL 1.0% up SW**RWY 05:** Rgt tfc.**RWY 23:** PAPI(P2L)—GA 3.5° TCH 25'.**AIRPORT REMARKS:** Attended 1600-0200Z±. Fuel avbl 24 hrs by credit card. Parachute Jumping. Ultralight and sailplane activity on and invof arpt. Rising terrain with numerous windmills on ridges west of arpt. 100' twr 5100' from Rwy 23. 200' twr 5600' from Rwy 05. Hangar apron and tiedown apron 12,500 pounds maximum. Rwy 30 calm wind rwy. ACTIVATE MIRL Rwy 12-30 and Rwy 05-23 and REIL Rwy 30—CTAF.**WEATHER DATA SOURCES:** AWOS-3 123.775 (925) 634-0906.**COMMUNICATIONS:** CTAF/UNICOM 123.05® **NORCAL APP/DEP CON** 123.85**RADIO AIDS TO NAVIGATION:** NOTAM FILE SCK.**MODESTO (H) VOR/DME** 114.6 MOD Chan 93 N37°37.64' W120°57.47' 274° 34 NM to fld. 90/17E.**CABLE** (See UPLAND)**CALAVERAS CO—MAURY RASMUSSEN FLD** (See SAN ANDREAS)

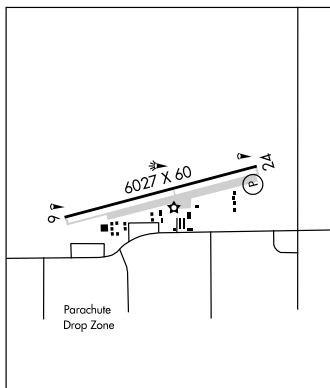
CALEXICO INTL (CXL) 1 W UTC-8(-7DT) N32°40.17' W115°30.80'
 04 B FUEL 100LL, JET A TPA—See Remarks AOE NOTAM FILE SAN
RWY 08-26: H4679X75 (ASPH) S-30 MIRL
RWY 08: VASI(V2L)—GA 3.0° TCH 33'. P-line.
RWY 26: VASI(V2L)—GA 3.4° TCH 39'. Thld dsplcd 163'. Rgt tfc.
AIRPORT REMARKS: Attended 1600-0100Z \ddagger . Rwy 08-26 ground drop-off on east end of rwy and north of east acft parking area. TPA—804(800) conventional acft, 1204(1200) jet acft. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—U.S. Special Customs Requirement.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE IPL.
IMPERIAL (H) VORTAC 115.9 IPL Chan 106 N32°44.93' W115°30.52' 169° 4.8 NM to fld. -20/14E.
COMM/NAV/WEATHER REMARKS: UNICOM unmonitored 1600-0100Z \ddagger .

LOS ANGELES
L-41



CALIFORNIA CITY MUNI (L71) 2 NW UTC-8(-7DT) N35°09.08' W118°01.00'
 2454 B S2 FUEL 80, 100LL, JET A OX 4 TPA—3454(1000) NOTAM FILE RAL
RWY 06-24: H6027X60 (ASPH) S-26 MIRL 0.9% up SW
RWY 24: PAPI(P2L)—GA 3.0° TCH 40'. Rgt tfc.
AIRPORT REMARKS: Attended 1600-0100Z \ddagger . Parachute Jumping. Rwy 06-24 PAEW adjacent rwy 1500-2300Z \ddagger . Extensive glider traffic and sky diving activity daily. Two dirt glider ldg strips 2000'X150' and 1600'X150' are constructed 325' S of Rwy 06-24 centerline. East ldg strip paved 1000'X30'. ACTIVATE MIRL Rwy 06-24—CTAF. PAPI Rwy 24 opr continuously.
WEATHER DATA SOURCES: AWOS-1 120.875
COMMUNICATIONS: CTAF/UNICOM 122.7
® JOSHUA APP/DEP CON 133.65
RADIO AIDS TO NAVIGATION: NOTAM FILE EDW.
EDWARDS (L) VORTAC 116.4 EDW Chan 111 N34°58.94' W117°43.96' 291° 17.3 NM to fld. 2354/15E.

LOS ANGELES
H-41, L-7C
IAP



CALIFORNIA PINES (See ALTURAS)

CALIPATRIA

CLIFF HATFIELD MEM (CLR) 1 NW UTC-8(-7DT) N33°07.88' W115°31.28'

PHOENIX

-182 TPA-618(800) NOTAM FILE SAN

L-41

RWY 08-26: H3423X50 (ASPH) S-12

IAP

RWY 08: Thld displcd 120'. Road.

RWY 26: Thld displcd 229'. Road. Rgt tfc.

AIRPORT REMARKS: Unattended. Lgt'd flagpole 800' SE of arpt, pole on S side of Rwy 08-26 at E end. Ultralight activity on and invof arpt. Parallel taxiway clsd indefinitely.

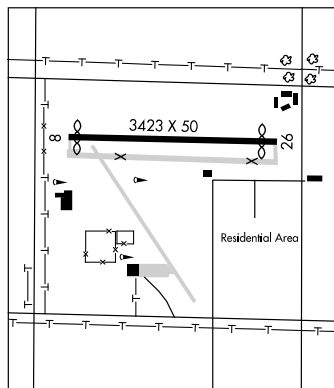
COMMUNICATIONS: CTAF 122.9

® **L.A. CENTER APP/DEP CON** 128.6

RADIO AIDS TO NAVIGATION: NOTAM FILE IPL.

IMPERIAL (H) VORTAC 115.9 IPL Chan 106 N32°44.93'

W115°30.52' 344° 22.9 NM to fld. -20/14E.



CAMARILLO (CMA) 3 W UTC-8(-7DT) N34°12.83' W119°05.66'

LOS ANGELES

77 B S4 **FUEL** 100LL, JET A TPA-See Remarks NOTAM FILE CMA

COPTER

RWY 08-26: H6013X150 (ASPH-CONC-RFSC) S-50, D-80, 2S-102, 2D-125 MIRL

H-4H, L-3E, 4G, 7B

RWY 08: REIL. PAPI(P2L)-GA 3.0° TCH 48'. Rgt tfc.

IAP, AD

RWY 26: REIL. PAPI(P2L)-GA 3.0° TCH 48'.

AIRPORT REMARKS: Attended continuously. Fuel available 24 hours self serve. Parachute Jumping. CAUTION: High performance military acft ops invof arpt. Mountain 1173' MSL, beginning 5 miles from east end Rwy 26. Mountain 1814' MSL 5 miles to east-southeast of AER 26. Wildlife on and invof arpt. No formation tkfs or ldgs. No tkfs btn 0800-1300Z† (without prior permission). NSTD object free area east end of Twy F, impaired wing clnc, for acft with wingspan of 56' to 80'. Upon arrival ctc FBO or arpt ops 805-388-4202 for assistance. Landing fee for acft over 12,500 lbs. Noise sensitive all quadrants practice noise abatement/fly quiet/procedures. Ultralight activity SW quadrant of arpt. No ldgs, taxiing or tkfs on cheveroned area east of Rwy 26 thld. TPA-877(800) single engine, 1077(1000) multiengine and jets. When twr clsd ACTIVATE MIRL Rwy 08-26 and REIL Rwy 08 and Rwy 26-CTAF.

WEATHER DATA SOURCES: ASOS (805) 384-9294.

COMMUNICATIONS: CTAF 128.2 ATIS 126.025 (805) 484-3351.

® **POINT MUGU APP/DEP CON** 124.7 (1500-0700Z†)

® **L.A. CENTER APP/DEP CON** 135.5 other times ctc **POINT MUGU CLNC DEL** 120.75 (0500-0700Z†)

TOWER 128.2 (1500-0500Z†) **GND CON** 121.8 **CLNC DEL** 121.8

AIRSPACE: CLASS D svc 1500-0500Z† other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE CMA.

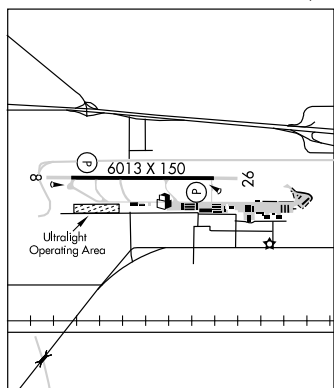
(L) **VOR/DME** 115.8 CMA Chan 105 N34°12.75' W119°05.66' at fld. 62/15E.

VOR/DME unusable:

301°-045°

276°-300° byd 20 NM blo 14,000'

046°-245° byd 20 NM blo 14,000'



CAMERON AIRPARK (See CAMERON PARK)

CAMERON PARK**CAMERON AIRPARK**

(061) 0 N UTC-8(-7DT) N38°41.04' W120°59.25'

SAN FRANCISCO

L-2G, 3A

1286 S4 FUEL 100LL TPA-2300(1014) NOTAM FILE RIU

RWY 13-31: H4051X50 (ASPH) S-12.5 MIRL

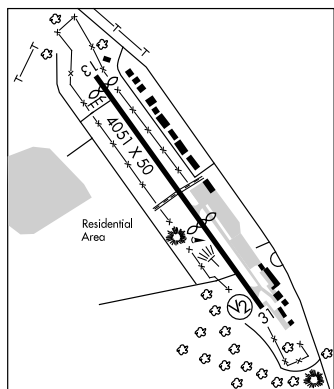
RWY 13: Thld dsplcd 193'. Tree

RWY 31: PVASI(P SIL)—GA 6.0° TCH 18'. Thld dsplcd 1509'. Tree.

AIRPORT REMARKS: Attended Mon-Fri 1600-0100Z†. Fuel avbl continuously by credit card. Migratory geese invof arpt. 1597' hill unlgtd .5 NM southeast of arpt. For noise abatement procedures call arpt manager 530-676-8316. Rwy 13-31 restricted to use by acft with less than a maximum certificated gross weight of 12,500 pounds and wingspan less than 50'. Helicopter parking not authorized. Rwy 13-31 west side 60' gates in perimeter fencing to provide access to residential area for residents and invited guests. ACTIVATE MIRL Rwy 13-31—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.05**RADIO AIDS TO NAVIGATION:** NOTAM FILE RIU.

HANGTOWN (L) VOR/DME 115.5 HNW Chan 102 N38°43.48' W120°44.96' 241° 11.5 NM to fld. 2583/17E.

**CAMP PENDLETON MCAS**

(MUNN FLD) (NFG)(KNFG) MC 6 N UTC-8(-7DT)

LOS ANGELES

N33°18.07' W117°21.31'

H-41, L-4H

78 B TPA—See Remarks NOTAM FILE NFG Not insp.

DIAP, AD

RWY 03-21: H6005X200 (ASPH) PCN 80 F/C/W/T HIRL

RWY 03: PAPI(P4R)—GA 3.38° TCH 58'.

RWY 21: SALSF. PAPI(P4L)—GA 3.5° TCH 52'. Rgt tfc.

MILITARY SERVICE: JASU NC-8/NC-10 prior arrangement rqr with MCAS OPS DSN 365-4562/8386

C760-725-4562/8386 C760-725-4562/4563. FUEL J5. TRAN ALERT Ltd tran svc, no maintenance, hangar or tie-down parking avbl. Tran crews responsible for cold refueling of their own acft.

MILITARY REMARKS: Opr Mon and Fri 1600-0100Z†, Tue-Thu 1600-0700Z (DT 1500-0700Z), CLOSED Sat, Sun and holidays. Frequent opr hr modifications, check NOTAM. MCAS Ft Clnc manned 1 hr prior opr hr DSN 365-8016/3804, C760-725-8016/3804. High density tfc in Class D Airspace 1900-2300Z†, tenant acft have priority for local pattern opr. See FLIP AP/1 Supplementary Arpt Remarks. RSTD PPR 24 hr prior notice except for hot refueling or pattern work, MCAS flight clearance DSN 365-8016/8026 C760-725-8016/8026 OPS, Mon-Fri 1600-0100Z†. Ltd ramp space, acft PPR strictly enforced for all passengers, parts, cargo and tran acft. Heavy Fixed Wing acft (C5, C141, C17) etc MCAS OPS concerning weight bearing capacity. Heavy acft, full stop ldg only. For use of MCB Range Facilities (LZ/DZ/CAL Site/vertical and short take-off and landing aircraft, etc.) etc MCB Range CON schedule DSN 365-4219/3510, C760-725-4219/3510. CAUTION Numerous hazards to flt/gnd opr. Extensive VFR tfc in Class D Airspace. TFC PAT TPA—Fixed Wing 1100(1022), Rotary/Wing 600(522), rising terrain all quadrants to 3200'. All acft use ldg lgt in tfc pattern after SS and in IMC. NS ABTMT Avoid overflt MCB Ranch House located 2000' NE apch end Rwy 21. MISC Wx opr 24 hr DSN 365-3327, C760-725-3327.

COMMUNICATIONS: ATIS 267.6 (Mon and Fri 1600-0100Z†, Tue-Thu 1600-0700Z (DT 1500-0700Z), clsd Sat, Sun and holidays.)

Ⓡ **SOCAL APP/DEP CON** 127.3 323.0

TOWER 128.775 271.6 340.2 (Mon and Fri 1600-0100Z†, Tue-Thu 1600-0700Z (DT 1500-0700Z), clsd Sat, Sun and holidays.) **GND CON** 128.775 360.2 **CLNC DEL** 126.2 271.6 **RADAR** 128.45 236.3

PMVS METRO 342.4 (opr 24 hr. Wx forecast avbl 2 hr prior notice) **BASE OPS** 265.0

MCB RANGE CON (LONG RIFLE) 123.2 301.9

AIRSPACE: CLASS D svc Mon and Fri 1600-0100Z†, Tue-Thu 1600-0700Z (DT 1500-0700Z) except Sat, Sun and holidays other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE CRQ.

OCEANSIDE (H) VORTAC 115.3 OCN Chan 100 N33°14.44' W117°25.06' 026° 4.8 NM to fld. 53/15E.

(T) TACAN Chan 55 NFG (111.8) N33°16.48' W117°23.18' 032° 2.2 NM to fld. 558/13E. NOTAM FILE

NFG. Unmonitored when arpt clsd. No NOTAM MP Fri 2100-0100Z†.

ASR/PAR (Mon and Fri 1600-0100Z†, Tue-Thu 1600-0700Z (DT 1500-0700Z), clsd Sat, Sun and holidays.)

COMM/NAV/WEATHER REMARKS: Radar See Terminal FLIP for Radar Minima.

CARLSBAD**McCLELLAN-PALOMAR**

(CRQ) 3 SE UTC-8(-7DT) N33°07.70' W117°16.81'

LOS ANGELES

331 B S4 FUEL 100LL, JET A OX 3, 4 TPA—See Remarks Class I, ARFF Index A
NOTAM FILE CRQL-4H
IAP, AD

RWY 06-24: H4897X150 (ASPH-PFC) S-60, D-80, 2S-102, 2D-110 HIRL

RWY 06: PAPI(P4L)—GA 3.0° TCH 35'. Thld dspcd 297'.

RWY 24: MALSR. REIL. PAPI(P4L)—GA 3.2° TCH 54'. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06: TORA-4897 TODA-4897 ASDA-4897 LDA-4600

RWY 24: TORA-4897 TODA-4897 ASDA-4897 LDA-4897

AIRPORT REMARKS: Attended 1500-0600Z†. Rwy 24 hard to see two hrs prior to SS. Do not mistake S twy as rwy. Extensive bird activity in vicinity especially in spring. P-lines 2 miles W & SW. CLOSED to air carrier ops with more than 9 passenger seats from 0630Z† to 1400Z† except by PPR call arpt manager 760-431-4646. PPR for all military acft call arpt manager 760-431-4646. TPA-1003(672) helicopters, 1503(1172) small acft, 2003(1672) large acft. Rwy 06-24 south VFR tfc pattern clsd 0600-1500Z†. No jet acft training due to noise abatement and traffic congestion. Multiple apchs by large acft (including large helicopters) not authorized. All acft multiple practice apch and ldgds discourage 0600-1500Z†. Voluntary curfew, jets 0600-1500Z†, props 0800-1400Z†, emerg, lifeguard and law enforcement excepted. RVR touchdown Rwy 24 avbl. Rwy 24 is calm wind rwy. Arpt has noise abatement procedures ctc arpt manager 760-431-4646. Request jets fly the ILS apch. Voluntary jet curfew 0600-1500Z†. North side ramp limited to 12,500 lbs. Limited transient tie down space on public ramp. When twr clsd ACTIVATE HIRL Rwy 06-24, PAPI Rwy 06 and Rwy 24, REIL Rwy 24, MALSR Rwy 24—CTAF. U.S. Customs User Fee Arpt, ctc 877-848-7766.

WEATHER DATA SOURCES: ASOS (760) 930-0864. LAWRs.**COMMUNICATIONS:** CTAF 118.6 ATIS 120.15 (760) 438-2117

OCEANSIDE RCO 122.1R 115.3T (SAN DIEGO RADIO)

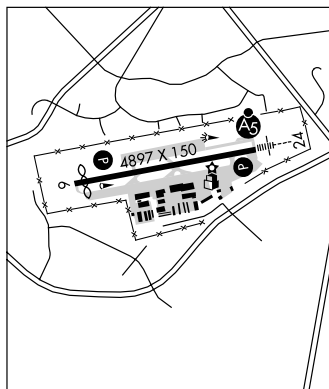
® SOCAL APP/DEP CON 127.3

TOWER 118.6 (1500-0600Z†) GND CON 121.8 CLNC DEL 134.85

AIRSPACE: CLASS D svc 1500-0600Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE CRQ.

OCEANSIDE (H) VORTAC 115.3 OCN Chan 100 N33°14.44' W117°25.06' 119° 9.7 NM to fld. 53/15E.

ILS 108.7 I-CRQ Rwy 24. Unmonitored when twr clsd. Autopilot coupled approaches not avbl below 960' MSL.

**CASTLE** (See MERCED)**CATALINA** (See AVALON)**CEDARVILLE** (059) 2 N UTC-8(-7DT) N41°33.22' W120°09.94'

KLAMATH FALLS

4623 B FUEL 100LL TPA-5623(1000) NOTAM FILE RNO

L-11A

RWY 01-19: H4415X50 (ASPH) S-12.5 MIRL

RWY 01: Thld dspcd 120'. Road. RWY 19: Pole.

AIRPORT REMARKS: Attended 1600-0100Z†. 100LL fuel unavbl indef.

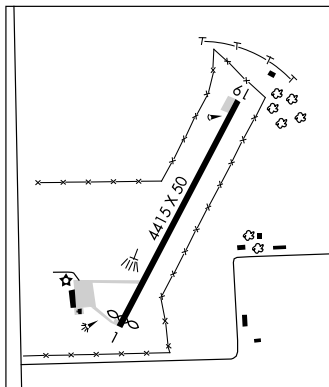
ACTIVATE MIRL Rwy 01-19—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE LKV.

LAKEVIEW (H) VORTACW 112.0 LKV Chan 57 N42°29.57'

W120°30.43' 146° 58.4 NM to fld. 7460/19E.

HIWAS.



CHANDLER N36°43.44' W119°50.02' NOTAM FILE FCH.
 NDB (HW) 344 FCH at Fresno Chandler Executive. Unmonitored.
 NDB unusable 200°–230° byd 40 NM blo 8,500'.

SAN FRANCISCO
 L-3C, 9A

CHARLES M. SCHULZ–SONOMA CO (See SANTA ROSA)

CHEMEHUEVI VALLEY (49X) 4N UTC–8(–7DT) N34°31.74' W114°25.93'

PHOENIX

H-4J, L-5A, 7E

631 B NOTAM FILE RAL

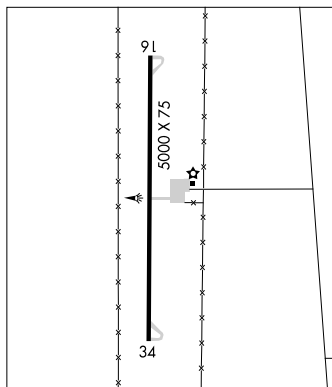
RWY 16–34: H5000X75 (ASPH) S–12 MIRL

AIRPORT REMARKS: Unattended. Rwy 16–34 cracks in rwy surface and rwy edges failing. ACTIVATE MIRL Rwy 16–34—CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE EED.

NEEDLES (H) VORTAC 115.2 EED Chan 99 N34°45.96'
 W114°28.45' 157° 14.3 NM to fld. 620/15E. **HIWAS.**



CHESTER

ROGERS FLD (O05) 2 SW UTC–8(–7DT) N40°16.94' W121°14.47'

KLAMATH FALLS

H–3B, L–2H, 11A

4528 B S4 **FUEL** 100LL, JET A TPA—5528(1000) NOTAM FILE RIU

RWY 16–34: H5000X100 (ASPH) S–60, D–110 MIRL

RWY 16: PAPI(P2L)—GA 3.0°. Trees. Road.

RWY 34: PAPI(P2L)—GA 3.0° TCH 32'. Trees. Rgt tfc.

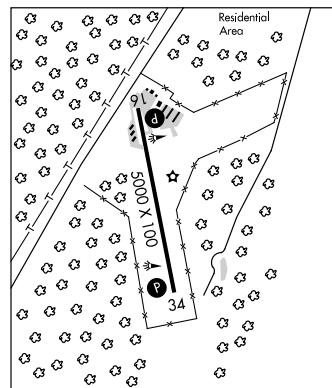
AIRPORT REMARKS: Attended 1600Z±–dusk. ACTIVATE MIRL Rwy 16–34 and PAPI Rwy 16 and 34—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.275 (530) 258–2860.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE RBL.

RED BLUFF (H) VORTACW 115.7 RBL Chan 104 N40°05.93'
 W122°14.18' 058° 47.1 NM to fld. 322/18E. **HIWAS.**



CHICO

CHICO MUNI (CIC) 4 N UTC-8(-7DT) N39°47.72' W121°51.51'

240 B S4 FUEL 100LL, JET A TPA—See Remarks Class III, ARFF Index A
NOTAM FILE CIC

SAN FRANCISCO

H-3B, L-2G/H

IAP, AD

RWY 13L-31R: H6724X150 (ASPH-GRVD) S-63, D-100, 2S-127, 2D-170

HIRL 0.5% up NW

RWY 13L: MALSR. PAPI(P2L)—GA 3.0° TCH 52'. Rgt tfc.

RWY 31R: REIL. VASI(V4L)—GA 3.0° TCH 50'.

RWY 13R-31L: H3000X60 (ASPH) S-25 0.4% up NW

RWY 13R: Rgt tfc.

AIRPORT REMARKS: Attended 1500-0300Z+. For fuel after hrs call 530-588-4888. Scheduled air carrier ops involving acft with more than 9 passenger seats are not authorized in excess of 15 min before or 15 min after scheduled arrival or departure times without prior coordination with arpt management and confirmation that ARFF svcs are avbl prior to ldg or tkof, call 530-895-4911. For jet/heavy acft opr E of fld TPA-1740(1500), for light acft opr W and E of fld TPA-1240(1000). Rwy 13R-31L is part of an asph pad 3000'X1500'. When twr clsd ACTIVATE HIRL Rwy 13L-31R, VASI Rwy 31R and MALSR and PAPI Rwy 13L-121.0.

WEATHER DATA SOURCES: AWOS-3 119.675 (530) 879-3850. LAWRS.

COMMUNICATIONS: CTAF 121.0 UNICOM 122.95

RCO 122.1R 109.8T (RANCHO MURIETA RADIO)

® **OAKLAND CENTER APP/DEP CON** 132.2

TOWER 121.0 (1500-0300Z+) GND CON 121.9

AIRSPACE: CLASS D svc 1500-0300Z+ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE CIC.

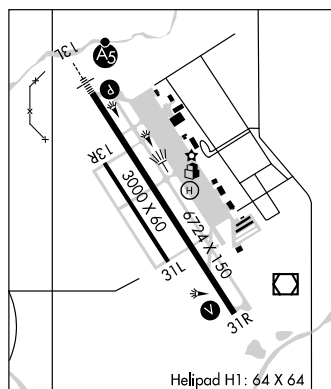
(T) VOR/DME 109.8 CIC Chan 35 N39°47.39' W121°50.83' at fld. 215/16E.

ILS 111.3 I-CIC Rwy 13L. Class IE.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

• • • • •

HELIPAD H1: 64X64 (CONC) S-35



CHINA LAKE NAWS (ARMITAGE FLD) (NID) NAS 3 NW UTC-8(-7DT)

LOS ANGELES

N35°41.13' W117°41.52'

H-41, L-7C

2283 B NOTAM FILE NID

Not insp.

DIAP, AD

RWY 03-21: H9993X150 (PEM) PCN 54 R/C/W/T MIRL

RWY 21: OLS. 0.8% up.

RWY 14-32: H9013X150 (PEM) PCN 64 R/C/W/T HIRL

RWY 14: OLS. RWY 32: OLS.

RWY 08-26: H7702X150 (PEM) PCN 76 R/C/W/T MIRL 0.5% up SW

Rwy 08: PAPI(P4L)—GA 3.0° TCH 50'. RWY 26: OLS. PAPI(P4L)—GA 3.0° TCH 50'.

ARRESTING GEAR/SYSTEM

RWY 03 HOOK E28 (B) (2669')

HOOK E28 (B) (3384') RWY 21

RWY 14 HOOK E28 (B) (1501')

HOOK E28 (B) (1201') RWY 32

RWY 08 HOOK E28 (B) (2713')

MILITARY SERVICE: LGT All rwy marked 150' wide, lgtd 200' wide. A-GEAR E-28 (B) Rwy 08-26 normal derigged 15

minutes notice rqr to rig. JASU 3(GTC-85) 5(NC-10A1) 1(NC-10B) 1(NC-10C), (AM32A-108), 4 (A/M47A-4),

4 (MSU-200). FUEL J8 Avbl Mon-Thu 1400-0700Z†, alternate Thu-Fri 1400-0400Z†, Sun 2200-0500Z†.

Clsd Sun preceeding a Mon hol and alternate Fri. FLUID-SP PRESAIR LHOX LOX Avbl Mon-Fri 1400-2300Z†,

clsd alternate Fri-Sat-Sun-hol. OXRB. OIL O-133-156. TRAN ALERT Expect svc delay. Ltd tran svc avbl

Mon-Fri 1530-0030Z†.

MILITARY REMARKS: Opr Mon-Fri 1430-0630Z† CLOSED alternate Fri and first working/non-holiday Mon of month.

Sat-Sun opr by PPR/local use only. See FLIP AP/1, Flt Haz R2508 and China Lake NAWS Supplementary Arpt

Remarks. RSTD PPR DSN 437-5475. All PPR issued weekdays only 1430-0630Z†. PPR civil acft official

business. Arpt subject to no notice closure. CAUTION Bird hazard near golf course, within Class D Airspace

Oct-Apr. TFC PAT Reduced rwy separation standards in effect USN/USMC acft. NS ABTMT Dep avoid overflight China

Lake and city of Ridgecrest 2 NM SSE.

CSTMS/AG/IMG Customs not avbl. Acft entering from foreign countries must clear Customs prior arrival.

MISC Tran acft to/from China Lake NID must ctc R2508 Complex Control Board for schedule/brief prior to obtaining a PPR. Ltd passenger svc avbl. Portions of apch end Rwy 26 and adjacent twy not visible from twr.

COMMUNICATIONS: ATIS 322.375

⑧ JOSHUA APP/DEP CON 133.65 348.7

TOWER 120.15 340.2 (Mon-Fri 1430-0630Z†, clsd alternate Fri and first working/non-holiday Mon of month.

Sat-Sun opr by PPR/local use only.)

GND CON 360.2 CLNC DEL 274.7

PMSV METRO 343.15 (Mon-Fri 1300-0700Z†, clsd alternate Fri.)

VFR ADVISORY SVC 133.65 126.55 127.5 291.6 348.7 (Provided to all pilots opr within adjacent R2508. Ctc Joshua APP CON.)

AIRSPACE: CLASS D svc Mon-Fri 1430-0630Z†, except alternate Fri and first working/non-holiday Mon of month.

Sat-Sun opr by PPR/local use only.

RADIO AIDS TO NAVIGATION: NOTAM FILE NID.

(L) TACAN Chan 53 NID (111.6) N35°41.28' W117°41.43' at fld. 2272/14E. Unmonitored when twr clsd.

Opr 1430-0630Z†.

TACAN azimuth and DME unusable:

072°-112° byd 30 NM

192°-322° byd 27 NM

132°-192° byd 35 NM

357°-037° byd 25 NM

LOS ANGELES

COPTER

H-4I, L-3E, 4H, A

RWY 26L: PAPI(P4L)—GA 3.0° TCH 50'. Trees.

IAP, AD

RWY 03: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Rgt tfc.

RWY 21: REIL. PAPI(P4L)—GA 3.0° TCH 40'.

RWY 08L: Trees. Rgt tfc.

RWY 26R: PAPI(P4L)—GA 3.0° TCH 51'. Trees.

AIRPORT REMARKS: Attended continuously. Self-svc fuel avbl 24 hrs.

Birds and wildlife on and in vicinity of airport. Radio controlled aircraft activity

blo 400' AGL 2.5 NM south of arpt. TPA—1400(750). Twin engine

TPA—2000(1350). When twr clsd MIRL Rwy 03-21, HIRL Rwy

08L-26R and MIRL Rwy 08R-26L are turned on. PAPI Rwy 26R,

Rwy 08R, Rwy 26L, Rwy 03 and Rwy 21, and REIL Rwy 03 and Rwy

21 opr continuously.

WEATHER DATA SOURCES: ASOS (909) 393-5823. LAWRS.

COMMUNICATIONS: CTAF 118.5 ATIS 125.85 (909)-393-5365

UNICOM 122.95

④ **SOCAL APP/DEP CON 135.4**

TOWER 118.5 (1500-0500Z±) GND CON 121.6

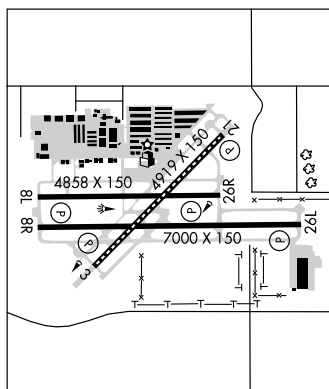
AIRSPACE: CLASS D syc 1500-0500Z± other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE RAL.

PARADISE (H) VORTAC 112.2 PDZ Chan 59 N33°55.10' W117°31.80' 287° 6.3 NM to fld. 1432/15E.

RIVERSIDE (T) VOR 112.4 **RAL** **N33°57.31' W117°26.99'** **263° 9.4 NM to fld.**

ILS 111.5 I-CNO Rwy 26R. ILS unmonitored when twr clsd.



LOS ANGELES

1713 TPA-2713(1000) NOTAM FILE RAL

L-41

RWY 06-24: H4600X50 (ASPH) S-6

RWY 06: Brush. RWY 24: Brush.

AIRPORT REMARKS: Unattended. Rwy 06-24 55'X4600' rwy resurfaced

center of 200'X6000' asph strip. Pilots visibility is limited to

1400' from either end of Rwy 06-24. Rwy 06-24 longitudinal and

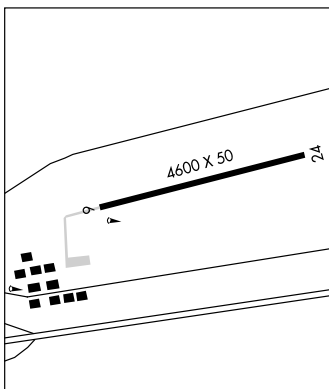
transverse cracking on rwy surface.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE TRM.

THERMAL (H) VORTAC 116.2 TRM Chan 109 N33°37.69'

W116°09.61' 071° 22.7 NM to fld. -87/13E.



CHOWCHILLA (206) 1 SE UTC-8(-7DT) N37°06.80' W120°14.82'

SAN FRANCISCO

242 TPA-1242(1000) NOTAM FILE RIU

L-3B

RWY 12-30: H3250X60 (ASPH) S-12 MIRL

RWY 12: Antenna.

RWY 30: VASI(V2L)-GA 3.0° TCH 20'. Railroad. Rgt tfc.

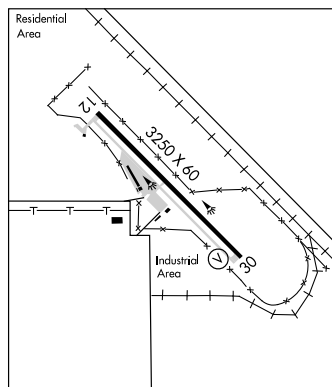
AIRPORT REMARKS: Unattended. Apch to Rwy 12 +35' P-lines 1150' from thld on extended rwy centerline. VASI Rwy 30 OTS indef.

ACTIVATE MIRL Rwy 12-30-CTAF.

COMMUNICATIONS: CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE FAT.

CLOVIS (H) VORTAC 112.9 CZQ Chan 76 N36°53.06'

W119°48.91' 289° 24.9 NM to fld. 360/15E.

**CHUALAR** N36°29.46' W121°28.50' NOTAM FILE SNS.

SAN FRANCISCO

NDB (MHW) 263 UAD 312° 12.1 NM to Salinas Muni.

L-3C

Unusable 360°-080° byd 10 NM, 135°-245° byd 10 NM.

CLIFF HATFIELD MEM (See CALIPATRIA)**CLOVERDALE MUNI** (060) 3 SE UTC-8(-7DT) N38°46.56' W122°59.54'

SAN FRANCISCO

277 FUEL 100LL TPA-1277(1000) NOTAM FILE OAK Not insp.

L-26, 3A

RWY 14-32: H3147X60 (ASPH) S-12 MIRL

IAP

RWY 32: PAPI(P2L)-GA 3.5° TCH 15'. Thld displcd 501'. Brush. Rgt tfc.

AIRPORT REMARKS: Attended 1600-0100Z±. Parachute Jumping.

ACTIVATE MIRL Rwy 14-32 and PAPI Rwy 32-CTAF.

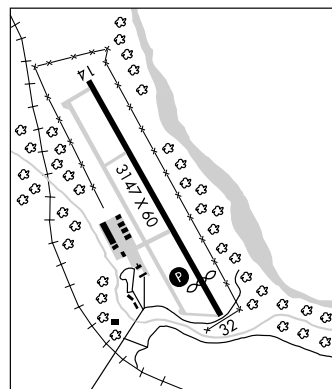
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ OAKLAND CENTER APP/DEP CON 127.8

RADIO AIDS TO NAVIGATION: NOTAM FILE STS.

SANTA ROSA (L) VORW/DME 113.0 STS Chan 77 N38°30.49'

W122°48.63' 316° 18.2 NM to fld. 117/16E.

**CLOVIS** N36°53.06' W119°48.91' NOTAM FILE FAT.

SAN FRANCISCO

(H) VORTAC 112.9 CZQ Chan 76 129° 8 NM to Fresno Yosemite Intl. 360/15E.

H-3B, L-3C, 9A

COALINGA**HARRIS RANCH** (308) 9 NE UTC-8(-7DT) N36°14.89' W120°14.31'

SAN FRANCISCO

470 FUEL 100LL NOTAM FILE RIU

RWY 14-32: H2820X30 (ASPH) S-30 LIRL

RWY 14: Pole. Rgt tfc.

RWY 32: P-line.

AIRPORT REMARKS: Attended 1400-0300Z±. Fuel avbl 24 hours from service station 559-935-0717. Be alert electrical P-line 30' AGL two tenths mile S of arpt. No run-ups on apch end of Rwy 32. ACTIVATE LIRL Rwy 14-32 high intensity only-CTAF.**COMMUNICATIONS:** CTAF 122.9

NEW COALINGA MUNI (C8Ø) 3 E UTS-8(-7DT) N36°09.79'W120°17.63'

SAN FRANCISCO
H-4H, L-3C

622 B FUEL 100LL TPA-1622(1000) NOTAM FILE RIU

RWY 12-30: H5000X100 (ASPH) S-30 MIRL

RWY 12: REIL. PAPI(P2L)—GA 3.0° TCH 40'.

RWY 30: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Rgt tfc.

RWY 01-19: 2500X60 (ASPH-GRVL) S-12.5

RWY 19: Rgt tfc.

AIRPORT REMARKS: Attended irregularly. Rwy 01-19 avbl for daytime use only. Rwy 01-19 restricted by arpt management to acft under 6000 lbs single wheel. Rwy 01-19 surface oil treated. Rwy 01-19 is in poor condition, asphalt-gravel cracked in places with small potholes, rocks and loose gravel. ACTIVATE MIRL Rwy 12-30, Perimeter lgts Rwy H1, PAPI Rwy 12 and Rwy 30, REIL Rwy 12 and Rwy 30 on dusk -0800Z† after 0800Z†—CTAF.

WEATHER DATA SOURCES: AWOS-3 119.275 (559) 935-5960.

COMMUNICATIONS: CTAF/UNICOM 122.7

RADIO AIDS TO NAVIGATION: NOTAM FILE OAK.

PASO ROBLES (L) VORTACW 114.3 PRB Chan 90

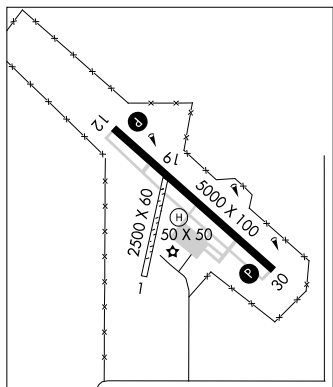
N35°40.35'W120°37.60' 013° 33.6 NM to fld. 817/16E.

HIWAS

• • • • •

HELIPAD H1: H50X50 (ASPH)

HELIPORT REMARKS: Helipad H1 perimeter lgts.



COLUMBIA (O22) 1 SW UTC-8(-7DT) N38°01.83' W120°24.87'

SAN FRANCISCO
L-3B
IAP

2118 B S4 FUEL 100LL, JET A OX 2, 4 TPA—See Remarks NOTAM FILE RIU

RWY 17-35: H4670X75 (ASPH) S-30 MIRL 1.0% up N

RWY 17: REIL. VASI(V2L)—GA 4.55° TCH 55'. Thld dspcd 597'. Ground. Rgt tfc.

RWY 35: REIL. VASI(V2L)—GA 4.0° TCH 41'. Thld dspcd 384'. Trees.

RWY 11-29: 2600X100 (TURF)

RWY 11: Trees. Rgt tfc.

RWY 29: Trees.

AIRPORT REMARKS: Attended 1600-0100Z†. CAUTION: Rwy 11 departures prohibited due to conflict with main rwy. Varying wind direction and velocity may be encountered at mid point of Rwy 17-35 due to terrain features and wind flow patterns. Rwy 29 not recommended for use during winter months Nov through Mar. Turf twy north side of Rwy 11-29 not recommended for use Nov-Mar. All jet acft are requested to land Rwy 35 and depart Rwy 17 wind and weather permitting. Arpt has two rotating beacons, one on the arpt and one 6500' SE threshold Rwy 35. Calfire Air Tanker ops from arpt during summer fire season. Ldg fee for all commercial operators regardless of size and corporate acft over 12,500 pounds gross ldg weight. Avoid flights over Columbia State Park NE of arpt, and Highway 49 bridge 5 NM southwest of arpt and vicinity. Helicopter parking area 300' by 120' (3 positions). TPA Rwy 3110(1000). TPA Rwy 11-29 2918 (800). Rwy 35 VASI unusable byd 5° left and 5° right of rwy centerline. ACTIVATE MIRL Rwy 17-35 and REIL Rwy 17 and Rwy 35—CTAF. VASI Rwy 17 and Rwy 35 opr continuously.

WEATHER DATA SOURCES: AWOS-3 124.65 (209) 536-9384.

COMMUNICATIONS: CTAF/UNICOM 122.975

NORCAL APP/DEP CON 123.7 (North) 125.1 (West)

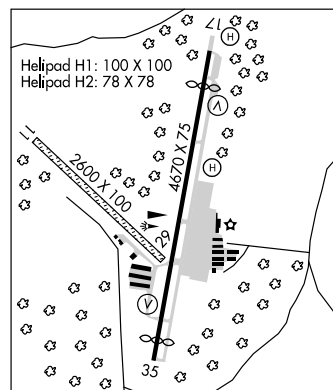
OAKLAND CENTER APP/DEP CON 126.85 (East)

RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.

LINDEN (H) VORTAC 114.8 LIN Chan 95 N38°04.48' W121°00.23' 078° 28.1 NM to fld. 260/17E.

• • • • •
HELIPAD H1: H100X100 (ASPH)

HELIPAD H2: H78X78 (ASPH)



COLUSA CO (O08) 3 S UTC-8(-7DT) N39°10.74' W121°59.60'

50 B S4 FUEL 100LL TPA-850(800) NOTAM FILE RIU

RWY 13-31: H3035X60 (ASPH) S-10 MIRL

RWY 31: Road. Rgt tfc.

AIRPORT REMARKS: Attended dalgt hrs. For arpt attendant other hrs call 530-458-2393. CAUTION-Bldg 120' above ground level, 1000' West. Birds on and invof of arpt. ACTIVATE MIRL Rwy 13-31 CTAF.

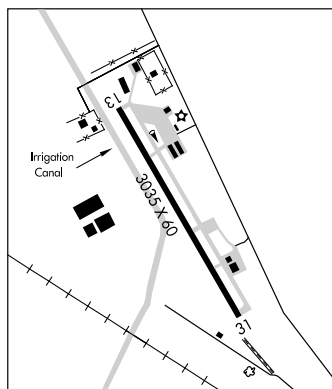
COMMUNICATIONS: CTAF/UNICOM 122.8

® **OAKLAND CENTER APP/DEP CON** 132.2

RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.

WILLIAMS (L) VORTACW 114.4 ILA Chan 91 N39°04.27'

W122°01.64' 356° 6.7 NM to fld. 50/18E. HIWAS.



SAN FRANCISCO

L-26, 3A

IAP

COMPTON/WOODLEY (CPM) 2 SW UTC-8(-7DT) N33°53.40' W118°14.62'

97 B S4 FUEL 80, 100LL TPA-997(900) NOTAM FILE HHR

RWY 07L-25R: H3322X60 (ASPH-AFSC) S-14.5

RWY 07L: Thld dsplcd 734'. Street. Rgt tfc.

RWY 25R: Thld dsplcd 680'. Street.

RWY 07R-25L: H3322X60 (ASPH-AFSC) S-14.5 MIRL

RWY 07R: Thld dsplcd 734'. Street. Rgt tfc.

RWY 25L: REIL. PAPI(P2L)-GA 4.0° TCH 40'. Thld dsplcd 680'. Street.

AIRPORT REMARKS: Attended continuously. Rwy 07L-25R CLOSED ngts indef, only VFR ops during day. No touch and go landings. Rwy 25L and Rwy 25R calm wind rwys. Req all tfc remain south of arpt. Avoid overflight of schools. Skid equipped helicopters are not permitted to touchdown on rwys. Helicopter ops rstd to the rwys and south aprons. ACTIVATE MIRL Rwy 07R-25L, PAPI, REIL, Rwy 25L and north and south parallel twys-CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.05

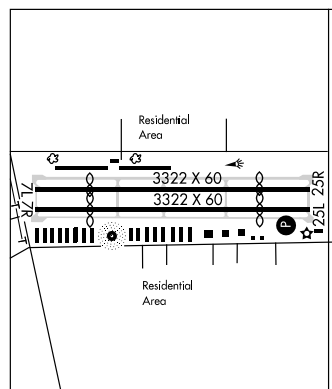
RADIO AIDS TO NAVIGATION: NOTAM FILE LAX.

LOS ANGELES (H) VORTACW 113.6 LAX Chan 83 N33°55.99'

W118°25.92' 090° 9.8 NM to fld. 182/15E.

NDB (MHW) 378 CPM N33°53.34' W118°14.84' at fld.

NOTAM FILE HHR. VFR only. NDB unmonitored.



LOS ANGELES

COPTER

L-3E, 4G, A

CONCORD N38°02.70' W122°02.71' NOTAM FILE CCR.

(T) VORW/DME 117.0 CCR Chan 117 173° 3.4 NM to Buchanan Fld. 5/17E.

VOR and DME unusable 090°-115° byd 10 NM blo 3,500'

SAN FRANCISCO

L-2F, 3A, A

CONCORD**BUCHANAN FLD** (CCR) 1 W UTC-8(-7DT) N37°59.38' W122°03.41'

SAN FRANCISCO

26 B S4 FUEL 100LL, JET A1+ OX 1, 2 TPA—See Remarks Class IV, ARFF Index A H-3B, L-2F, 3A, A IAP, AD

RWY 01L-19R: H5001X150 (ASPH-CONC-PFC) S-60, D-90, 2S-114, 2D-140 HIRL

RWY 01L: REIL. VASI(V2L)—GA 4.0° TCH 67'. Tree.

RWY 19R: MALS. VASI(V2L)—GA 4.0° TCH 28'. Thld dsplcd 601'. Pole. Rgt tfc.

RWY 14L-32R: H4602X150 (ASPH-CONC-PFC) S-60, D-90, 2S-114, 2D-140 MIRL

RWY 14L: Thld dsplcd 300'. Road.

RWY 32R: REIL. VASI(V4R)—GA 4.0° TCH 37'. Thld dsplcd 350'. Tree. Rgt tfc.

RWY 14R-32L: H2799X75 (ASPH) S-12.5

RWY 14R: Road. Rgt tfc. RWY 32L: Lgt.

RWY 01R-19L: H2770X75 (ASPH) S-17

RWY 01R: Tree. Rgt tfc. RWY 19L: Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01L: TORA-4710 TODA-5010 ASDA-4410 LDA-4410

RWY 14L: TORA-4601 TODA-4601 ASDA-4001 LDA-3701

RWY 19R: TORA-5010 TODA-5010 ASDA-5010 LDA-4410

RWY 32R: TORA-4601 TODA-5081 ASDA-4481 LDA-4131

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt,

heaviest concentration Nov-Mar and after rain storms. When twr clsd Rwy 14L-32R, Rwy 14R-32L and Rwy 01R-19L CLOSED. Rwy 19R standard left tfc when twr closed.

CLOSED to air carrier ops with more than 30 passenger seats except PPR call arpt manager 925-646-5722.

+8' fence 110' byd Rwy 01L TODA distance of 5010' and +7' fence 210' byd Rwy 14L TODA distance of 4601' along the extended rwy centerline. No training ops Mon-Fri 0600-1500Z†, Sat, Sun and holidays

0600-1600Z†. Noise sensitive area practice noise abatement (fly quiet) procedures. Arpt has noise abatement procedures ctc arpt manager prior to arrival 925-646-5722. TPA light acft—1026(1000), 1526(1500) acft

12,500 pounds and over and jets. Landing fee for commercial ops and tie down fee for overnight parking. REIL Rwy 01L off when tower clsd. ACTIVATE MALS Rwy 19R 0600-1400Z†—119.7. VASI Rwy 01L, Rwy 19R and Rwy 32R opr continuously.

WEATHER DATA SOURCES: ASOS (925) 689-2077. LAWRS.**COMMUNICATIONS:** CTAF 119.7 ATIS 124.7 (925) 685-4567 UNICOM 122.95

TRAVIS APP/DEP CON 119.9

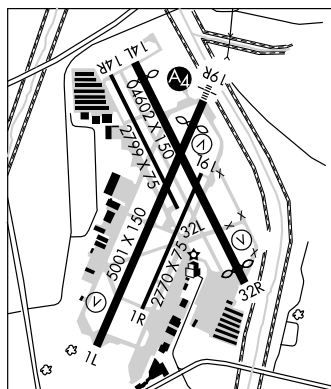
CONCORD TOWER 119.7 123.9 (1500-0600Z†) GND CON 121.9 CLNC DEL 118.75

AIRSPACE: CLASS D svc 1500-0600Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE CCR.

CONCORD (T) VOR/DME 117.0 CCR Chan 117 N38°02.70' W122°02.71' 172° 3.4 NM to fld. 5/17E.

KANAN NDB (LOM) 335 CC N38°02.79' W122°02.01' 181° 3.6 NM to fld.

LDA 108.5 I-CCR Rwy 19R. LOM KANAN NDB. Unmonitored when twr clsd.

**CORCORAN** (CRO) 2 W UTC-8(-7DT) N36°06.16' W119°35.68'

SAN FRANCISCO

197 FUEL 100LL, JET A TPA—1197(1000) NOTAM FILE RIU

L-3C, 3A

RWY 13-31: H3800X50 (ASPH) S-8 LIRL

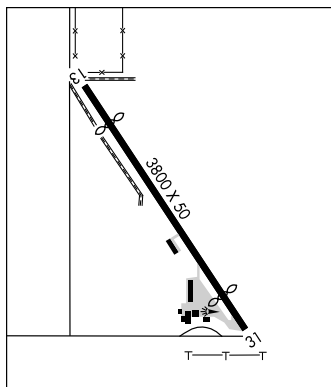
RWY 13: Thld dsplcd 620'. Road.

RWY 31: Thld dsplcd 525'. Sign.

AIRPORT REMARKS: Attended Mon-Fri 1600-0100Z†. Rwy 13-31 dsplcd thld markings yellow. ACTIVATE LIRL Rwy 13-31—CTAF.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE VIS.

VISALIA (T) VOR/DME 109.4 VIS Chan 31 N36°22.04'

W119°28.93' 183° 16.8 NM to fld. 260/16E.



CORNING MUNI (Ø04) 1 NE UTC-8(-7DT) N39°56.62' W122°10.27'

SAN FRANCISCO

292 B S4 TPA—1292(1000) NOTAM FILE RIU

RWY 16-34: H2702X50 (ASPH) S-12 MIRL

RWY 34: Poles. Rgt tfc.

AIRPORT REMARKS: Attended 1600-0100Z±. Medical/firefighting/agricultural helicopters in vicinity of arpt. Ultralight activity on and in vicinity of arpt. Arpt rstd to acft less than 12,500 lbs maximum tkf weight or less. ACTIVATE MIRL Rwy 16-34—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

CORONA MUNI (AJO) 3 NW UTC-8(-7DT) N33°53.86' W117°36.15'

LOS ANGELES

533 B S4 FUEL 100LL, JET A TPA—1533(1000) NOTAM FILE AJO

RWY 07-25: H3200X60 (ASPH) S-12 MIRL 0.6% up E

RWY 07: Thld dspcd 194'. Trees. Rgt tfc.

RWY 25: REIL. VASI(V4L)—GA 4.0° TCH 31'. Thld dspcd 196'.

Fence.

AIRPORT REMARKS: Attended Mon-Sat 1500-0100Z±. Crane 150' AGL 1 mile south of Rwy 07. Unlgt'd twr 828' MSL 3 miles E of arpt. Noise abatement procedures Rwy 25 straight-in apch not recommended. Avoid flying over houses on bluff at east end. No turns onto crosswind leg until acft is within 300' of recommended TPA. No intersection takeoffs. No touch and go ops on weekends and holidays. Fly over wash/creek. Rwy 07 requires a 15° right turn at departure end to follow wash/creek. ACTIVATE MIRL Rwy 07-25, VASI and REIL Rwy 25—CTAF.

WEATHER DATA SOURCES: ASOS 132.175 (951) 340-4764.

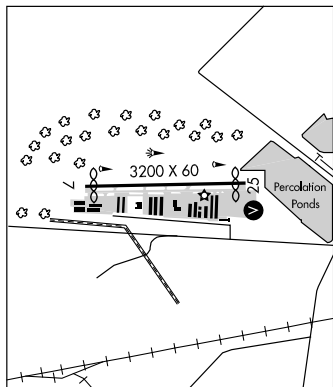
COMMUNICATIONS: CTAF/UNICOM 122.7

® **SOCAL APP/DEP CON** 135.4

RADIO AIDS TO NAVIGATION: NOTAM FILE RAL.

PARADISE (H) VORTAC 112.2 PDZ Chan 59 N33°55.10'

W117°31.80' 236° 3.8 NM to fld. 1432/15E.



COYOTE N34°17.80' W116°09.44' NOTAM FILE RAL.

SAN FRANCISCO

(HA) TACAN Chan 63 NXP (133.6) at Twentynine Palms SELF. 2043/14E.

TACAN azimuth and DME unusable:

020°-070° byd 16 NM blo 7,500'

130°-170° byd 16 NM blo 15,000'

290°-090° byd 21 NM blo 15,000'

COVELO

ROUND VALLEY (ØØ9) 1 SW UTC-8(-7DT) N39°47.43' W123°15.98'

SAN FRANCISCO

1434 B FUEL 100LL TPA—2234(800) NOTAM FILE OAK

L-2H

RWY 10-28: H3670X55 (ASPH) S-30 MIRL

RWY 10: Thld dspcd 210'. Hill.

RWY 28: Thld dspcd 270'. Trees. Rgt tfc.

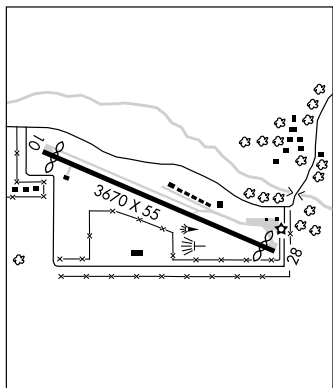
AIRPORT REMARKS: Unattended Arpt bcn OTS indef. For MIRL Rwy 10-28 key 122.8 5 times.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE UKI.

MENDOCINO (H) VORTACW 112.3 ENI Chan 70 N39°03.19'

W123°16.45' 344° 44.2 NM to fld. 2980/16E. HIWAS.



CRESCENT CITY

JACK McNAMARA FLD (CEC) 3 NW UTC-8(-7DT) N41°46.81' W124°14.19'

KLAMATH FALLS

61 B S2 **FUEL** 100LL, JET A TPA-1061(1000) Class III, ARFF Index A. NOTAM FILE CEC H-3B, L-2I
RWY 11-29: H5002X150 (ASPH) S-30, D-43 HIRL IAP

RWY 11: MALSR.

RWY 29: REIL. VASI(V4L)-GA 3.5° TCH 52'. Trees.

RWY 17-35: H5002X150 (ASPH) S-30, D-43 MIRL

RWY 17: REIL. Ground.

RWY 35: REIL. VASI(V4L)-GA 3.0° TCH 48'. Road.

AIRPORT REMARKS: Attended 1600-0200Z±. Other hours fixed-base operator rqr call out fee. Birds and deer on and in vicinity of arpt. A 150' lgtd twr 3300' west of Crescent City VORTAC. Occasional standing water on Rwy 17-35 and Rwy 29 runoff area. Ridge lines of shifting sand dunes 30-50' AGL and 1000' off apch end Rwy 17. PPR for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 707-464-7228 or 707-465-3804. Transient parking ramp estimated weight limit 20,000 lbs, FBO ramp estimated weight limit 60,000 lbs. ACTIVATE HIRL Rwy 11-29, MIRL Rwy 17-35 MALSR Rwy 11 and REIL Rwy 17, Rwy 35 and Rwy 29-CTAF.

WEATHER DATA SOURCES: ASOS 119.925 (707) 465-5458.

COMMUNICATIONS: CTAF 122.8 UNICOM 122.8 (1600-0100Z±)

CRESCENT CITY RCO 122.3 (OAKLAND RADIO)

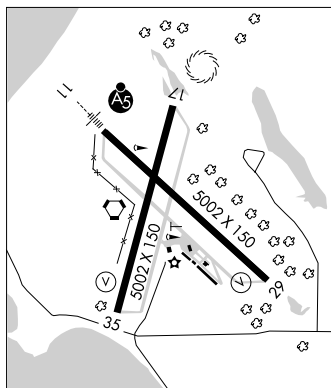
SEATTLE CENTER APP/DEP CON 124.85

AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION: NOTAM FILE CEC.

CRESCENT CITY (L) VORTACW 109.0 CEC Chan 27 N41°46.77' W124°14.45' at fld. 54/19E.

ILS 108.7 I-CEC Rwy 11. Class IA. LOC unusable within 0.3 NM from thld.



CRESCENT CITY N41°46.77' W124°14.45' NOTAM FILE CEC.

KLAMATH FALLS

(L) VORTACW 109.0 CEC Chan 27 at Jack McNamara Fld. 54/19E.

H-3A, L-2I

DAGGETT

BARSTOW-DAGGETT (DAG) 4 E UTC-8(-7DT) N34°51.22' W116°47.20'

LOS ANGELES

1930 B **FUEL** 100LL, JET A TPA-2930(1000) NOTAM FILE DAG

H-4I, L-7C

RWY 08-26: H6402X150 (ASPH) S-30, D-170, 2S-175, 2D-320 MIRL 0.3% up W

IAP, AD

RWY 04-22: H5123X100 (ASPH) S-30, D-105, 2S-133, 2D-190

MIRL 0.3% up SW

RWY 04: P-line. RWY 22: VASI(V4R)-GA 3.0° TCH 40'.

AIRPORT REMARKS: Attended 1430-0100Z±. PAEW invof Army ramp.

Extensive military helicopter tfc invof arpt. E-W twy parallel to Rwy 08-26 weight bearing capacity limited to single wheel acft 12,000 lbs. ACTIVATE MIRL Rwy 08-26 and Rwy 04-22-CTAF. VASI Rwy 22 ops continuously.

WEATHER DATA SOURCES: ASOS 132.175 (760) 254-3630. HIWAS 113.2 DAG.

COMMUNICATIONS: CTAF/UNICOM 123.0

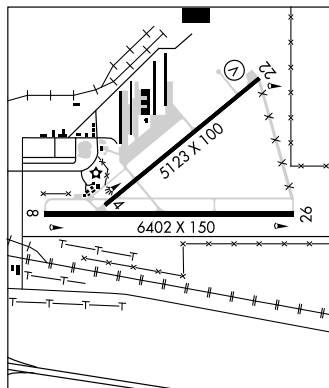
DAGGETT RCO 122.2 (RIVERSIDE RADIO)

L.A. CENTER APP/DEP CON 132.5

RADIO AIDS TO NAVIGATION: NOTAM FILE DAG.

DAGGETT (L) VORTACW 113.2 DAG Chan 79 N34°57.75'

W116°34.69' 223° 12.2 NM to fld. 1760/15E. HIWAS.



DAGGETT N34°57.75' W116°34.69' NOTAM FILE DAG.

LOS ANGELES

(L) VORTACW 113.2 DAG Chan 79 223° 12.2 NM to Barstow-Daggett. 1760/15E. HIWAS.

H-4I, L-7D

RCO 122.2 (RIVERSIDE RADIO)

DAVIS

UNIVERSITY (EDU) 2 W UTC-8(-7DT) N38°31.89' W121°47.19'

SAN FRANCISCO

69 B S4 FUEL 100LL TPA-869(800) NOTAM FILE RIU

L-26, 3A

RWY 17-35: H3176X50 (ASPH) S-12.5 MIRL (NSTD)

IAP

RWY 17: SAVASI(S2L)-GA 4.0° TCH 25'. Tree.

RWY 35: VASI(V2L)-GA 3.75° TCH 68'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1600-2000Z. After hrs emerg University of California Davis police 530-752-1230. After hrs non-emerg University of California Davis police 530-752-1725. Fuel self-service avbl 24 hrs. 65' trees located S side of creek 1,257' from thld Rwy 35. Trees +40', west side of rwy near Rwy 17 thld. Rwy 17-35 NSTD MIRL 35' from edge of rwy. Noise abatement, noise sensitive area north of airport. For VASI Rwy 35 key 123.075 4 times. SAVASI Rwy 17 on 24 hrs.

WEATHER DATA SOURCES: AWOS-3 119.025 (530) 754-6839.**COMMUNICATIONS:** CTAF/UNICOM 123.075

TRAVIS APP/DEP CON 126.6

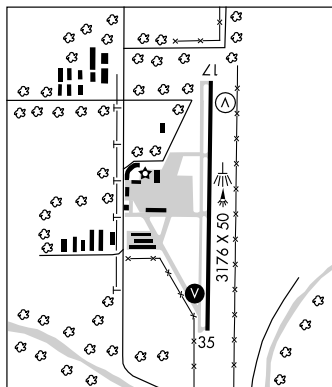
RADIO AIDS TO NAVIGATION: NOTAM FILE SAC.

SACRAMENTO (H) VORTACW 115.2 SAC Chan 99 N38°26.62'

W121°33.10' 279° 12.3 NM to fld. 10/17E. HIWAS.

TRAVIS (L) VORW 116.4 TZZ N38°20.65' W121°48.64' 349°

11.3 NM to fld. NOTAM FILE SUU. SHUTDOWN.



DAVIS/WOODLAND/WINTERS

YOLO CO (DWA) 6 NE UTC-8(-7DT) N38°34.76' W121°51.42'

SAN FRANCISCO

100 B S4 FUEL 100LL, JET A TPA-1100(1000) NOTAM FILE RIU

H-3B, L-26, 3A

RWY 16-34: H6000X100 (ASPH) S-30, D-36 MIRL

IAP

RWY 16: PAPI(P2L)-GA 3.0° TCH 40'. Rgt tfc.

RWY 34: PAPI(P2L)-GA 3.0° TCH 40'. Trees.

AIRPORT REMARKS: Attended 1400-0200Z. Fuel avbl 24 hrs. Parachute Jumping. Birds on and in/ovf arpt. Rwy 16-34 +40' to +120' trees and +40' p-lines unlighted; parallel rwy 550' W of rwy centerline. No touch and go ldg 0600-1400Z. No midfield tkfs. Rwy 34 calm wind rwy. Noise abatement. No dep turns blo 500' AGL or before arpt boundary roads 1/4 mile byd Rwy 16 and Rwy 34. Straight out dep for 2 miles before turn Rwy 16 and Rwy 34. Crosswind/downwind dep to W Rwy 16 and Rwy 34. MIRL Rwy 16-34 preset low ints, to increase ints and ACTIVATE PAPI Rwy 16 and Rwy 34-CTAF.

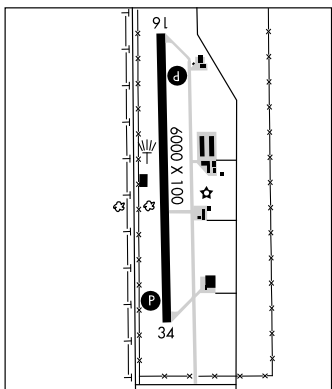
WEATHER DATA SOURCES: AWOS-3 125.775 (530) 750-2759.**COMMUNICATIONS:** CTAF/UNICOM 123.0

TRAVIS APP/DEP CON 126.6

RADIO AIDS TO NAVIGATION: NOTAM FILE SAC.

SACRAMENTO (H) VORTACW 115.2 SAC Chan 99 N38°26.62'

W121°33.10' 283° 16.5 NM to fld. 10/17E. HIWAS.



DEATH VALLEY NATIONAL PARK

FURNACE CREEK (L06) 1 NW UTC-8(-7DT) N36°27.63' W116°52.79'

LAS VEGAS

-210 B FUEL 100LL TPA-790(1000) NOTAM FILE RAL

L-9B

RWY 15-33: H3065X70 (ASPH) S-4 LIRL

RWY 15: Brush. Rgt tfc. RWY 33: Brush.

AIRPORT REMARKS: Unattended. For fuel ctc Furnace Creek Ranch 760-786-2343. Ditch 145' right of Rwy 33. Use only marked rwy. Arpt located 1 statute mile southwest of park headquarters. No tiedown ropes or chains avbl. Safety areas adjacent rwy clsd, stay on paved area only due to extremely soft dirt. ACTIVATE rotating bcn-CTAF, five (5) clicks on seven (7) clicks off.

COMMUNICATIONS: CTAF 122.9

RCO 122.2 (RIVERSIDE RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE RNO.

BEATTY (H) VORTAC 114.7 BTY Chan 94 N36°48.04' W116°44.86' 181° 21.4 NM to fld. 2930/16E.

HIWAS.

STOVEPIPE WELLS (LØ9) 1 W UTC-8(-7DT) N36°36.23' W117°09.55'

LAS VEGAS
L-9A

25 TPA-825(800) NOTAM FILE RAL

RWY 05-23: H3260X65 (ASPH)

RWY 23: Road. Rgt tfc.

AIRPORT REMARKS: Unattended.

COMMUNICATIONS: CTAF 122.9

RADIO TO NAVIGATION: NOTAM FILE RNO.

BEATTY (H) VORTAC 114.7 BTY Chan 94 N36°48.04' W116°44.86' 223° 23.1 NM to fld. 2930/16E.
HIWAS.

DELANO MUNI (DLO) 2 SE UTC-8(-7DT) N35°44.74' W119°14.19'

LOS ANGELES
H-4H, L-3D, 7B
IAP

314 B S6 FUEL 80, 100LL TPA-1114(800) NOTAM FILE RIU

RWY 14-32: H5650X75 (ASPH) S-30 MIRL

RWY 14: REIL. PAPI(P2L)-GA 3.5° Thld dsplcd 1640'. Road. Rgt tfc.

RWY 32: REIL. PAPI(P2L)-GA 3.0°.

AIRPORT REMARKS: Attended 1600-0100Z±. After hrs emerg ctc Police Department 661-721-3377. Seasonal crop duster ops on arpt east of Rwy 14-32. MIRL Rwy 14-32 preset low ints dusk-dawn, to increase ints ACTIVATE-CTAF.

WEATHER DATA SOURCES: AWOS-3 119.55 (661) 721-2668.

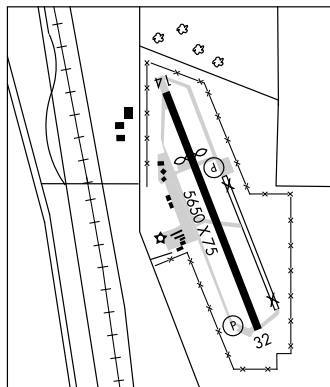
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ BAKERSFIELD APP/DEP CON 118.9 (1400-0700Z±)

L.A. CENTER APP/DEP CON 127.1 (0700-1400Z±)

RADIO AIDS TO NAVIGATION: NOTAM FILE BFL.

SHAFTER (H) VORTACW 115.4 EHF Chan 101 N35°29.07' W119°05.84' 323° 17.1 NM to fld. 548/14E. HIWAS.



DINSMORE (D63) 1 E UTC-8(-7DT) N40°29.52' W123°35.89'

KLAMATH FALLS

2375 TPA-3275(900) NOTAM FILE OAK

RWY 09-27: H2510X48 (ASPH)

RWY 09: Thld dsplcd 80'. Trees. Rgt tfc.

RWY 27: Thld dsplcd 80'. Road.

AIRPORT REMARKS: Unattended. Day use only; CLOSED ngts. Mountains with high trees invov arpt.

COMMUNICATIONS: CTAF 122.9

DORRIS

BUTTE VALLEY (A32) 5 SW UTC-8(-7DT) N41°53.24' W121°58.54'

KLAMATH FALLS
L-2I

4243 B TPA-5043(800) NOTAM FILE RIU

RWY 16-34: H4300X60 (ASPH) S-30 MIRL

RWY 16: Road.

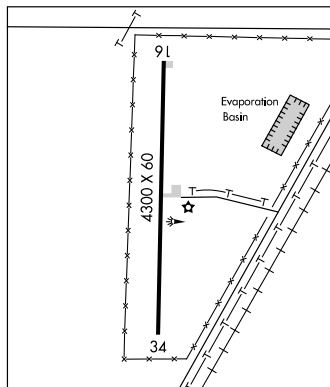
RWY 34: Fence.

AIRPORT REMARKS: Unattended. Arpt rstd by arpt owner to acft with maximum certificated tkof weight of 12,500 lbs or less; call arpt manager 530-842-8295 for more information. ACTIVATE MIRL Rwy 16-34 key 122.9 5 times.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE LMT.

KLAMATH FALLS (H) VORTACW 115.9 LMT Chan 106 N42°09.19' W121°43.65' 198° 19.4 NM to fld. 4087/17E.
HIWAS.



DUNSMUIR MUNI—MOTT (106) 3 N UTC-8(-7DT) N41°15.78' W122°16.33'

KLAMATH FALLS

3258 TPA—4258(1000) NOTAM FILE RIU

RWY 14-32: H2700X60 (ASPH) S-12.5

RWY 14: Thld dsplcd 345'. Trees. Rgt tfc.

AIRPORT REMARKS: Unattended. Arpt CLOSED to night ops. Arpt surrounded by high mountains. Rising terrain unlighted obstacles north and east of rwy. Rwy 14 CLOSED for landing. Rwy 32 CLOSED for txf.

COMMUNICATIONS: CTAF 122.9

EASTERN SIERRA RGNL (See BISHOP)

ECKERT FIELD (See STRATHMORE)

EDWARDS AF AUX NORTH BASE (9L2) AF (NASA) 3 N UTC-8(-7DT)

N34°59.45' W117°51.79'

2299 NOTAM FILE EDW

RWY 06-24: H5998X150 (ASPH) AUW 250 PCN 48 F/A/W/T HIRL

RWY 24: PAPI(P4L)—GA 3.0°.

MILITARY REMARKS: Opr 1400-0600Z \pm , clsd weekends and holidays. **RSTD** PPR strictly enforced. Clsd to all transient acft without prior approval of 412 OG/CC. All turns will be made on concrete areas of rwy located at the apch end, departure end and mid-fld. If unable to exit a centerline twy, acft must proceed to departure end to initiate turn and exit mid-fld. Ltd to BE-20 type acft and smaller, 12,500 lbs or less. Due to rwy condition, all turns will occur on the concrete areas of the rwy located at the apch end, dep end, and mid-field. If unable to exit at center twy, acft must proceed to the dep end to initiate turn and exit mid-fld.

MISC Winds are estimated due to FMQ-13 wind sensors being accurate to within only \pm 4 Kt, issued estimated winds are for Main Base Rwy 04-22. ATC/Wx will not include/relay wind correction into forecast/phraseology. Therefore, aircrews will incorporate a \pm 4 Kt accuracy into their decision making process for flying opr. For HIRL Rwy 06-24 ctc twr. Rwy edge lgt positioned more than 10' from the edge of the usable rwy sfc.

COMMUNICATIONS:

® **SPORT APP/DEP CON** 132.75 343.7 (Opr std time Mon-Fri 1500-0100Z weekends 25 rqr, opr dalgt time Mon-Fri 1400-0200Z weekends as rqr), other times ctc

® **JOSHUA APP/DEP CON** 133.65 348.7

TOWER 120.7 318.1 353.6

RADIO AIDS TO NAVIGATION: NOTAM FILE EDW.

EDWARDS (L) VORTAC 116.4 EDW Chan 11 N34°58.94' W117° 43.96' 261° 6.4 NM to fld. 2354/15E.

EDWARDS AFB (EDW)(KEDW) AF (NASA) 6 SW UTC-8(-7DT) N34°54.98' W117°51.75' **LOS ANGELES**
 2312 B NOTAM FILE EDW Not insp. **H-41, L-7C**
RWY 04R-22L: H15024X300 (CONC) PCN 70 R/B/W/T HIRL **DIAP, AD**
RWY 04R: PAPI(P4L). **RWY 22L:** REIL. PAPI(P4L).
RWY 04L-22R: H12000X200 (ASPH) PCN 54 F/A/W/T
RWY 06-24: H8000X50 (CONC) PCN 6 R/D/W/T
RWY 06: PAPI(P4L)—GA 3.0° TCH 50'.
RWY 24: PAPI(P4L)—GA 3.0° TCH 50'.
ARRESTING GEAR/SYSTEM
RWY 04R HOOK BAK-12B(B) (1518') **HOOK BAK-12B(B) (1559') RWY 22L**
MILITARY SERVICE: LGT Rwy 04R, Rwy 22L, portable and flood lgts. ILS and PAPI not coincidental. **JASU (A/M32C-10D)**
 (MA-3D) 2(A/M32A-86D) (MC-5LD-PACK) (SGNSC) (PMU-29E) 2(A/M32A-60A). **FUEL** 2 hr refuel delay can be expected. 100 avbl thru prior arrangement with Aero Club only DSN 525-8321, C661-275-8321; J5, J8 can no longer refuel/default with J4. **FLUID** JOAP SOAP SP PRESAIR LHOX LOX. **OIL** O-148
TRAN ALERT Svc avbl weekday 1400-0600Z, weekend 1400-0200Z and holidays with 24 hr prior notice. Transportation svc avbl weekdays 1400-2330Z. Expect svc delay on weekends and holidays. Limited fleet svc avbl. No priority basis.
MILITARY REMARKS: Opr Mon-Fri 1400-0600Z, weekends by NOTAM, CLOSED holiday. See FLIP AP/1, Flight Hazards and Supplementary Arpt Remarks. **RSTD** Official Business Only on weekends and holidays, PPR always. Ctc Base OPS DSN 527-2222/3571, C661-277-2222/3571 for PPR number. PPR and airspace briefing rqr for all acft (no exceptions), transient should be prior coordination in advance with airspace manager DSN 527-2446 or sport remote communication facility DSN 527-3928. All PPR rqr minimum 24 hr prior notice, no same day PPR avbl. PPR will not be issued more than 5 days prior to arrival. All PPR valid +/- 30 minutes PPR time. Telephone coordination rqr for PPR outside of block time. Practice apch to Edwards AFB main base rwy, North Base rwy and lake bed rwy prohibited when twr clsd. Contact NASA flight ops call 661-276-3213 except for PPR. Non-NASA registered acft must contact NASA to park on NASA ramp. South Base Rwy 06-24 CLOSED from official SS to official SR. South base Rwy 06-24 is ltd to light acft (12,500 lbs gross weight or less), no turbojets. Rwy 04L-22R daylight only ops. Cargo and passenger service-(1) cargo acft requiring support must arrive prior to 0200Z. Cargo and passenger service-(2) space A travel into Edwards AFB is not recommended due to limited services. Edwards AFB does not have a passenger terminal or base taxi for space A passengers. Prior transportation arrangements from the base are mandatory. No dining, lodging, or transportation services within walking distance. Main gate is 6 miles away and nearest civilian facilities (Lancaster, CA) are 35 miles away. **CAUTION** VFR initial flown 1215' N or rwy centerline due to steep straight-in simulated flame out and shuttle apch to rwy. Pay careful attention to acft alignment on final to preclude inadvertent ldg on S base Rwy 24. Numerous unmarked/unlgt'd obstructions surround arpt. Observer visibility restricted SW-N due building obstructing vision. Use caution for UAS arrivals/departures from Rwy 04L-22R, south base Rwy 06-24, north base Rwy 06-24, the Rogers/Rosamond Lakebed Runway complex and within R-2515. Contact ATC for UAS flight activities. **NS ABTMT** Rwy 22L and Rwy 22R: All IFR dep exc low performance acft (C12, T1, etc.) whose initial turn is SW-N, fly rwy heading until 12 DME before turning on course. **CSTMS/AG/IMG** Customs avbl to military acft only, 24 hr prior notice rqr. **MISC** Transient acft may expect IFR separation delays entering R-2508 Complex. Transient acft expect extensive refuel delays. Acft with Distinguished Visitor inbound ctc PTD 40 NM out. No COMSEC avbl; aircrew limited to own resources on arrival or in case of extensive delay. Multiple acft rqr 24 hr prior notice. UHF equipped acft must UHF (not VHF) in pattern. No RVR capabilities. Cargo acft requiring support must arrive prior to 0200Z. No space A passenger support available.
COMMUNICATIONS: ATIS 269.9 (1400-0600Z) **PTD** 372.2
(R) SPORT APP/DEP CON 132.75 343.7 (Opr std time Mon-Fri 1500-0100Z weekends as rqr, opr dalgt time Mon-Fri 1400-0200Z weekends as rqr), other times ctc
(R) JOSHUA APP/DEP CON 133.15 269.2 (E) 126.1 290.3 (S) 133.65 348.7 (W and N)
TOWER 120.7 318.1 353.6 (Mon-Fri 1400-0600Z, weekends by NOTAM, clsd holidays) **GND CON** 121.8 225.4
COMD POST (CONFORM) 304.0 **PMSV METRO** 342.4 (Full svc 1300-0600Z, clsd Federal holidays)
NASA 135.825 373.15
AIRSPACE: CLASS D svc Mon-Fri 1400-0600Z, weekends by NOTAM, clsd holidays and every third Sun for construction and maintenance other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE EDW.
 (L) **VORTAC** 116.4 EDW Chan 111 N34°58.94' W117°43.96' 223° 7.5 NM to fld. 2354/15E.
 TACAN unusable:
 090°-150° byd 15 NM.
COMM/NAV/WEATHER REMARKS: Ctc NASA Flight Ops point of contact C661-276-3213, except for PPR. After hours weather briefings/updates available from the 25 Operational Weather Squadron at DSN 228-6958/6599/6588 or toll free 877-451-8367 X1.

EL CENTRO NAF (NJK)(KNJK) NAF 6 NW UTC-8(-7DT) N32°49.75' W115°40.30' **LOS ANGELES**
 -42 B NOTAM FILE NJK Not insp. H-41, L-41
RWY 08-26: H9503X200 (PEM) PCN 62 R/C/W/T HIRL DIAP, AD
RWY 08: OLS. **RWY 26:** OLS.
RWY 12-30: H6824X200 (PEM) PCN 35 R/D/W/T HIRL
RWY 30: OLS.

ARRESTING GEAR/SYSTEM

RWY 08 HOOK E28 (1485') HOOK E28 (1500') **RWY 26**
RWY 12 HOOK E28 (1570') HOOK E28 (1245') **RWY 30**

MILITARY SERVICE: LGT Carrier deck lgt avbl Rwy 08-26 and Rwy 30. **JASU** 1(RCPT-105) 1(NC-8) (Wells Air Start System). **FUEL** J8. Tran pilots expect up to 2 hr delay without prior arrangement DSN 658-2425, C760-339-2425. Hot refueling avbl most acft Mon-Thu 1630-0430Z†, Fri 1600-0200Z†, Sat 1630-2300Z†, CLOSED Sun and holidays. Hot refueling hrs subject to short notice change, refer to NOTAM. **FLUID** HPOX LOX. **OIL** O-128-156. **TRAN ALERT** No tran svc 0700-1500Z†. Tran maintenance extremely ltd. Tran acft inbound with ordnance advise twr on initial ctc. Tran acft inbound with ordnance for hot refueling must safe their acft prior to hotpitting, T-line cannot safety or pin tran acft. Ltd svc avbl for large passenger acft rqr 48 hr notice DSN 658-2655.

MILITARY REMARKS: Opr Mon-Thu 1500-0700Z†, Fri 1500-0200Z†, Sat 1500-2300Z†, CLOSED Sun and holidays. See FLIP AP/1 Supplementary Arpt Remark. **RSTD** All civilian acft and all acft that intend to RON rqr 72 hr PPR, DSN 658-2507/2601, C760-339-2507/2601 during scheduled field hrs. **CAUTION** Inbound acft use extreme caution to avoid R2510 located 5 NM NW due to Air/Ground weapons opr and parachute drops. Extreme mid-air potential due to high density VFR general aviation tfc and crop dusters in vicinity. Avoid Imperial Co arpt 4.5 NM E uncontrolled, blo 3000' AGL. Bird activity mid Dec to mid Mar SR-SS within the adjacent fld located E and W of the arpt. Parachuting Activities/Exercises are conducted on regular basis off NJK TACAN 170/10 or IPL VORTAC 540/12. **TFC PAT** Dense fld carrier ldg practice tfc all hr. Reduced rwy separation standard in effect USN/USMC acft. **NS ABTMT** Avoid overflight housing located SW of twr and fuel farm located immediately SW apch end Rwy 30. Avoid overflight town of El Centro approximately 5 NM E, blo 5000' AGL. Numerous cattle feed lots located thru-out area, avoid overflight at low altitude. **MISC** Acft inbound make initial ctc with twr 15 NM or sooner. Air Traffic Control Tower in non-radar environment with high volume of air tfc. Improved Fresnel lens OLS avbl Rwy 08 and Rwy 26.

COMMUNICATIONS: ATIS 269.275

TOWER 119.1 360.2 (Mon-Thu 1500-0700Z†, Fri 1500-0200Z†, Sat 1500-2300Z†, CLOSED Sun and holidays.)

GND CON 121.9 254.35

CLNC DEL 340.2 **PMSV METRO** 348.3

AIRSPACE: CLASS D svc Mon-Thu 1500-0700Z†, Fri 1500-0200Z†, Sat 1500-02300Z†, CLOSED Sun and holidays, other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE IPL.

IMPERIAL (H) VORTAC 115.9 IPL Chan 106 N32°44.93' W115°30.52' 286° 9.6 NM to fld. -20/14E.

(L) TACAN Chan 47 NJK (111.0) N32°49.91' W115°40.87' at fld. -49/13E. NOTAM FILE NJK. Monitored only during arpt opr hr.

TACAN azimuth and DME unusable:

090°-095° byd 20 NM 260°-270° byd 30 NM

095°-240° byd 10 NM 270°-360° byd 30 NM

240°-260° byd 30 NM 360°-050° byd 25 NM

ELK GROVE (E27) 2 SE UTC-8(-7DT) N38°23.54' W121°19.85' **SAN FRANCISCO**

54 TPA-1000(946) NOTAM FILE RIU

RWY 11-29: H2769X35 (ASPH) S-12 LIRL

RWY 11: Trees. **RWY 29:** Trees.

AIRPORT REMARKS: Unattended. Twys and taxilanes NSTD width. Land Rwy 29, depart Rwy 11. Rwy 29 safety area NSTD length. CLOSED to helicopter training. CLSD to touch and go ldgs and ultralights. Rwy 11, 45' p-line marked with orange balls 1140' from rwy thld; not lgt'd for ngt ops. Name "SUNSET SKYRANCH" painted on Rwy 11-29 with white letters. ACTIVATE LIRL Rwy 11-29-122.9.

COMMUNICATIONS: CTAF 122.9

® **NORCAL APP/DEP CON** 125.25 (Southeast-Northwest) 127.4 (North-East)

ELK HILLS—BUTTONWILLOW (See BUTTONWILLOW)

ELLS FIELD—WILLITS MUNI (See WILLITS)

EL MONTE (EMT) 1 N UTC-8(-7DT) N34°05.16' W118°02.09'
 296 B S4 FUEL 100LL, JET A TPA-1296(1000) NOTAM FILE EMT
RWY 01-19: H3995X75 (ASPH-AFSC) S-12.5 MIRL 0.4% up NE
RWY 01: PAPI(P2L)-GA 4.57° TCH 64'. Thld dsplcd 290'. Pole.
RWY 19: REIL. PAPI(P2R)-GA 4.5° TCH 37'. Thld dsplcd 641'.
 Pole. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA-3504 TODA-3995 ASDA-3755 LDA-3465

RWY 19: TORA-3995 TODA-3995 ASDA-3995 LDA-3354

AIRPORT REMARKS: Attended continuously. Heavy bird activity on and
 invof arpt. Lgtd water twr 1 mile W-SW of arpt. Remain over paved
 channel on climbout to S and to N. When twr clsd ACTIVATE MIRL
 Rwy 01-19, REIL Rwy 19, and PAPI Rwy 01 and Rwy 19-CTAF.

COMMUNICATIONS: CTAF 121.2 ATIS 118.75 (626) 444-1107
 UNICOM 122.95

Ⓡ **SOCAL APP/DEP CON** 125.5

TOWER 121.2 (1600-0400Z†)

GND CON 125.9

AIRSPACE: CLASS D svc 1600-0400Z† other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE POC.

POMONA (L) VORTAC 110.4 POM Chan 41 N34°04.70'

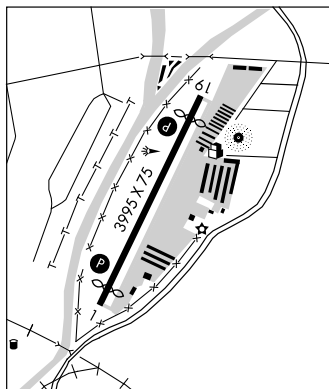
W117°47.22' 257° 12.4 NM to fld. 1273/15E.

PARADISE (H) VORTAC 112.2 PDZ Chan 59 N33°55.10'

W117°31.80' 277° 27.1 NM to fld. 1432/15E. NOTAM FILE RAL.

NDB (MHW) 359 EMT N34°05.30' W118°01.87' at fld. NOTAM FILE EMT.

Unusable 280°-050° byd 15 NM.



LOS ANGELES

COPTER

L-3E, 4G, 7B, A

IAP, AD

EL NIDO N37°13.17' W120°24.01' NOTAM FILE MCE.

(L) **VOR/DME** 114.2 HYP Chan 89 291° 6.7 NM to Merced Rgnl/Macready Fld. 183/15E.

RCO 122.1R 114.2T (RANCHO MURIETA RADIO)

SAN FRANCISCO

H-3B, L-3B

EL TORO N33°40.56' W117°43.87' NOTAM FILE RAL.

(T) **VOR/DME** 117.2 ELB Chan 119 270° 6.9 NM to John Wayne Airport/Orange Co.

VOR portion unusable:

050°-070° byd 16 NM

DME portion unusable: 026°-070° byd 16 NM, 105°-145° byd 16 NM, 325°-010° byd 16 NM.

LOS ANGELES

COPTER

L-3E, 4H, A

EMIGRANT GAP

BLUE CANYON-NYACK (BLU) 1 S UTC-8(-7DT) N39°16.50' W120°42.59'

5284 B TPA-6284(1000) NOTAM FILE BLU

RWY 15-33: H3300X50 (ASPH) S-12 MIRL

RWY 15: Tree. **RWY 33:** Tree.

AIRPORT REMARKS: Unattended. Arpt CLOSED SS-SR. CLOSED winters
 due to snow. Do not attempt to land with snow on the rwy. No
 snow removal svcs are provided. Rotating bcn OTS indef. MIRL
 Rwy 15-33 OTS indef. ACTIVATE rotating bcn and MIRL Rwy
 15-33-CTAF.

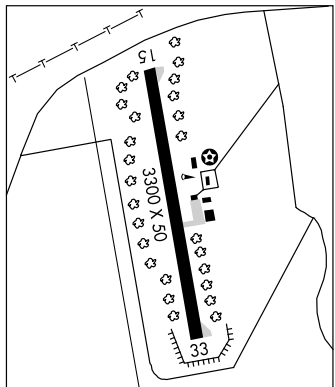
WEATHER DATA SOURCES: ASOS 120.075 (530) 389-2091.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE TVL.

SQUAW VALLEY (L) VOR/DME 113.2 SWR Chan 79 N39°10.82'

W120°16.18' 270° 21.3 NM to fld. 8850/16E. HIWAS.



SAN FRANCISCO

L-3A

EUREKA N40°48.29' W124°07.05'

RCO 122.35 (OAKLAND RADIO)

KLAMATH FALLS

L-2H

EUREKA**EUREKA MUNI** (033) 2 W UTC-8(-7DT) N40°46.85' W124°12.74'

KLAMATH FALLS

20 TPA-820(800) LRA NOTAM FILE OAK

RWY 16-34: H2700X60 (ASPH) S-10

RWY 16: Rgt tfc.

AIRPORT REMARKS: Unattended. Day use only; CLOSED ngts. Ultralight activity on and invof arpt.**COMMUNICATIONS:** CTAF 122.9**KNEELAND** (019) 10 SE UTC-8(-7DT) N40°43.14' W123°55.63'

KLAMATH FALLS

2737 TPA-3537(800) NOTAM FILE OAK

RWY 15-33: H2270X50 (ASPH) S-13

RWY 15: Thld dsplcd 167'. Trees.

RWY 33: Thld dsplcd 167'. Trees.

AIRPORT REMARKS: Unattended. Day use only; CLOSED ngts. 500' drop off 25' from Rwy 15 thld, 40' drop off 40' from Rwy 33 thld.**COMMUNICATIONS:** CTAF 122.9**MURRAY FLD** (EKA) 3 E UTC-8(-7DT) N40°48.20' W124°06.77'

KLAMATH FALLS

07 B S4 **FUEL** 100LL TPA-807(800) NOTAM FILE OAK

RWY 12-30: H3000X75 (ASPH) S-19 MIRL

RWY 12: SAVASI(S2L)-GA 3.0° TCH 26'.

RWY 30: VASI(V2L)-GA 4.0° TCH 26'. Rgt tfc.

AIRPORT REMARKS: Attended 1630-0130Z±. Deer occasionally on rwy.

ACTIVATE MIRL Rwy 12-30, VASI Rwy 30 SAVASI Rwy 12-CTAF.

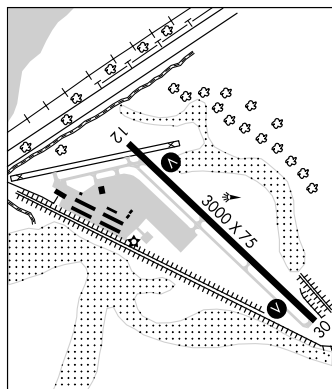
Flight Notification Service (ADCUS) avbl.

COMMUNICATIONS: CTAF/UNICOM 122.7**EUREKA RCO** 122.35 (OAKLAND RADIO)® **SEATTLE CENTER APP/DEP CON** 124.85**RADIO AIDS TO NAVIGATION:** NOTAM FILE ACV.**FORTUNA (L) VORTACW** 114.0 FOT Chan 87 N40°40.28'

W124°14.07' 016° 9.7 NM to fld. 386/19E.

L-2H

IAP

**EXECC** N38°26.99' W121°32.78' NOTAM FILE SAC.

SAN FRANCISCO

NDB (LOM) 356 SA 019° 4.5 NM to Sacramento Executive.

L-2F, 3A

EXETER (063) 3 S UTC-8(-7DT) N36°14.55' W119°08.98'

SAN FRANCISCO

340 S4 TPA-1140(800) NOTAM FILE RIU

RWY 13-31: 2800X40 (ASPH-TRTD)

RWY 13: Thld dsplcd 400'. Trees.

RWY 31: Thld dsplcd 200'. Road.

AIRPORT REMARKS: Attended dalgt hours. After hours call 559-562-2633 or 559-562-6433 or 559-786-7887. Rwy 13-31 CLOSED indef. Rwy 13 +10' road 80'-200' from rwy end 125' left 105' right. Rwy 31 +10' road 0'-100' from rwy end 40' left 125' right. Rwy 13-31 numbers only, dsplcd thld marked with white tires. Rwy 13 is not marked. Rwy 31 is not marked. Rwy 13-31 narrowest width is 50'.**COMMUNICATIONS:** CTAF 122.9

FALLBROOK COMMUNITY AIRPARK (L18) 2 S UTC-8(-7DT) N33°21.25' W117°15.05'

LOS ANGELES

708 B S4 FUEL 100LL OX 3, 4 TPA—See Remarks NOTAM FILE SAN

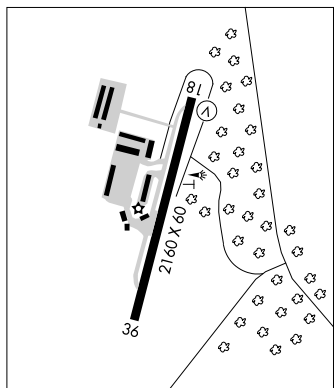
L-4H

RWY 18-36: H2160X60 (ASPH-RFSC) S-12 MIRL 0.4% up NE

IAP

RWY 18: VASI(NSTD)—GA 4.0° TCH 20'. RWY 36: Rgt tfc.

AIRPORT REMARKS: Attended 1600-0100Z±. Helicopter/rotocraft fuel or parking unavbl. Military helicopters invof arpt. Administration bldg and fueling area west, hill east Part 77 obstruction. No safety area avbl due to abrupt drop-off each end of Rwy 18-36. Noise abatement: txf climb straight ahead to 1200' MSL. Rwy 18 turn crosswind when abeam water tank 1.1 miles ESE of rwy. Rwy 18 extend downwind leg to allow ½ mile final apch. Fly downwind to east of high school. Recommended helicopter tfc pattern is to apch from and depart to the east at 492' AGL directly to the helicopter landing area located on the southeast corner of the airfield. Helicopter pad CLOSED to transient acft.



TPA—1708(1000). Helicopter/rotocraft traffic pattern 1208(500). Helicopters enter tfc pattern from east on 45° to downwind leg. Helicopter base leg is mid-field. Continue on final leg to southern end of transient ramp, just east of rwy for touch and go opr. Helicopter/rotocraft rstd to touch and go ops. Hovers, skid landings and auto-rotations are not permitted. Acft over 12,000 pounds PPR, call arpt manager 760-723-8395.

Helicopters are to use the L as their pad. Rwy 36 blast pad marked with chevrons and unusable. Twy hold bars NSTD distance from rwy edge. Rwy 18 NSTD-VASI one box on left side of rwy. MIRL Rwy 18-36 med ints only avbl. ACTIVATE MIRL Rwy 18-36 and twy lgs—CTAF.

COMMUNICATIONS: CTAF/AUNICOM 123.05

SOCAL APP/DEP CON 127.3

RADIO AIDS TO NAVIGATION: NOTAM FILE CRQ.

OCEANSIDE (H) VORTAC 115.3 OCN Chan 100 N33°14.44' W117°25.06' 036° 10.8 NM to fld. 90/15E.

COMM/NAV/WEATHER REMARKS: Automated UNICOM—3 clicks for arpt advisory and weather, 4 clicks for radio check.

FALL RIVER MILLS (O89) 1 N UTC-8(-7DT) N41°01.13' W121°26.00'

KLAMATH FALLS

3323 B S4 FUEL 100LL TPA—4123(800) NOTAM FILE RIU

H-3B, L-2H, 11A

RWY 02-20: H5000X75 (ASPH) S-12.5 MIRL

AIRPORT REMARKS: Unattended. Parachute Jumping. Arpt CLOSED periodically winter months due to snow, call arpt manager 530-225-5661 for current conditions. Crop dusters working invof arpt Feb-Oct. ACTIVATE MIRL Rwy 02-20—CTAF.

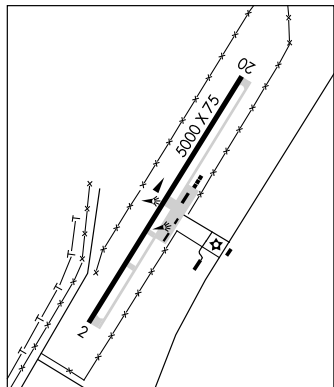
COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.4 (RANCHO MURIETA RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE RDD.

REDDING (T) VOR/DME 108.4 RDD Chan 21 N40°30.27'

W122°17.50' 033° 49.8 NM to fld. 490/18E.



FAMOSO

POSO—KERN CO (L73) 4 E UTC-8(-7DT) N35°35.78' W119°07.70'

LOS ANGELES

635 TPA—1435(800) NOTAM FILE RIU

L-3D, 7B

RWY 16-34: H3000X60 (ASPH) S-6

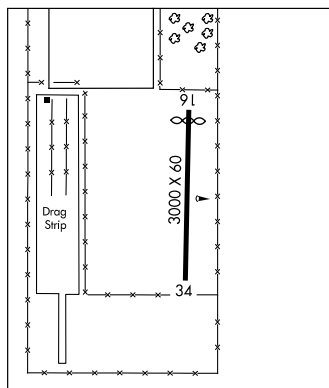
RWY 16: Thld dsplcd 210'. Trees.

AIRPORT REMARKS: Unattended. Arpt CLOSED to ngt ops. Crop dusting ops prohibited except by PPR arpt manager 661-391-1800.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE BFL.

SHAFTER (H) VORTACW 115.4 EHF Chan 101 N35°29.07' W119°05.84' 33° 6.9 NM to fld. 548/14E. **HIWAS.**



FELLOS N35°05.59' W119°51.94' NOTAM FILE RIU.

LOS ANGELES

(L) **VORTAC** 117.5 FLW Chan 122 120° 12.8 NM to New Cuyama. 3870/16E.

H-4H, L-3D, 7A

RCO 122.1R 117.5T (RANCHO MURIETA RADIO).

FILLMORE N34°21.40' W118°52.88' NOTAM FILE HHR.

LOS ANGELES

(L) **VORTAC** 112.5 FIM Chan 72 216° 13.6 NM to Camarillo. 2200/15E.

COPTER

VOR/DME unusable:

280°-315° byd 20 NM blo 11,000'

315°-360° byd 25 NM blo 14,000'

280°-315° byd 31 NM blo 14,000'

DME unusable:

265°-275° byd 15 NM

RCO 122.1R 112.5T (HAWTHORNE RADIO).

FIREBAUGH (F34) 1 W UTC-8(-7DT) N36°51.60' W120°27.87'

SAN FRANCISCO

157 B TPA—1007(850) NOTAM FILE RIU

L-3C

RWY 12-30: H3102X60 (ASPH) S-12 MIRL

IAP

RWY 12: Road. Rgt tfc. **RWY 30:** VASI(V2L)—GA 3.0° TCH 29'. Road.

AIRPORT REMARKS: Unattended. Rwy 30 VASI OTS indef.

COMMUNICATIONS: CTAF 122.9

PANOCHÉ RCO 122.1R 112.6T (RANCHO MURIETA RADIO)

® **NORCAL APP/DEP CON** 120.95

RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.

PANOCHÉ (L) VORTAC 112.6 PXN Chan 73 N36°42.93' W120°46.72' 044° 17.4 NM to fld. 2060/16E.

FLABOB (See RIVERSIDE)

FOLSOM

FOLSOM LAKE SPB (C39) 1 N UTC-8(-7DT) N38°42'26" W121°08'00"

SAN FRANCISCO

466 FUEL MOGAS NOTAM FILE RIU

Not insp.

WATERWAY ALL-WAY: 10000X4000 (WATER)

SEAPLANE REMARKS: Unattended. For fuel call 916-933-1300 during dalgt hrs. Paraglider activity on lake up to 3000' above surface of lake. Pilots be aware of tow lines. P-lines S of main lake and along ridge 1000 yards from shoreline. Lake level varies from 350' to 466'. No Indg of seaplanes or ultralights when lake elevation is below 380'. Call Bureau of Reclamation for current lake elevation at 1-800-742-9474 ext 102. Stay 2000' away from all shorelines. Beaching of acft only on shoreline of peninsula and unoccupied areas. No beaching on day areas at Dyke 8, Beal's Point and Granite Bay.

COMMUNICATIONS: CTAF 122.9

FORT BIDWELL (A28) 1 N UTC-8(-7DT) N41°52.59' W120°08.80'

KLAMATH FALLS

4602 TPA-5402(800) NOTAM FILE RNO

RWY 16-34: 3660X50 (GRVL)

RWY 16: Road. **RWY 34:** Brush.

AIRPORT REMARKS: Unattended. No snow removal. Rwy not regularly maintained, gravel and rocks up to 4 inch diameter on rwy. +4' fence, 120' East of rwy centerline for entire length of rwy.

COMMUNICATIONS: CTAF 122.9

FORT JONES

SCOTT VALLEY (A30) 3 S UTC-8(-7DT) N41°33.47' W122°51.30'

KLAMATH FALLS

2728 B **FUEL** 100LL TPA-3528(800) NOTAM FILE RIU

RWY 16-34: H3700X50 (ASPH) S-12 MIRL

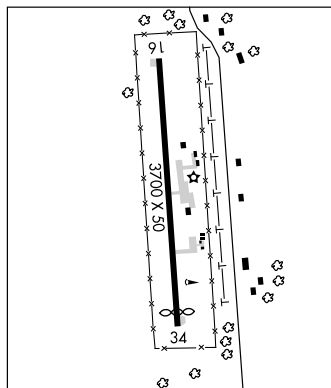
RWY 16: Tree, Rgt tfc. **RWY 34:** Thld displcd 200'. Tree.

AIRPORT REMARKS: Unattended. Rwy 34 lgtd thld relocated 200' for ngd ops. 3500' of Rwy 16-34 usable at ngd. ACTIVATE MIRL Rwy 16-34-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.

FORT JONES (L) VOR/DME 109.6 FJS Chan 33 N41°26.98' W122°48.39' 322° 6.8 NM to fld. 4900/19E. **HIWAS.**



FORT JONES N41°26.98' W122°48.39' NOTAM FILE RIU.

KLAMATH FALLS

(L) **VOR/DME** 109.6 FJS Chan 33 322° 6.8 NM to Scott Valley. 4900/19E. **HIWAS.**

L-21

VOR portion unusable:

080°-135° byd 9-19 NM blo 13,000'

200°-300° byd 8 NM blo 14,000'

080°-135° byd 19 NM

200°-300° byd 19 NM

DME unusable:

020°-060° byd 30 NM blo 12,000'

120°-180° byd 35 NM blo 12,000'

060°-120° byd 20 NM blo 16,000'

180°-290° byd 20 NM blo 16,000'

RCO 122.1R 109.6T (RANCHO MURIETA RADIO)

FORTUNA

ROHNERVILLE (FOT) 3 SE UTC-8(-7DT) N40°33.24' W124°07.96'

KLAMATH FALLS

393 B TPA-1193(800) NOTAM FILE OAK

L-2H

RWY 11-29: H4005X100 (ASPH) S-30 MIRL 1.3% up SE

IAP

RWY 11: REIL. VASI(V4R)-GA 3.0° TCH 45'. Rgt tfc. **RWY 29:** REIL.

AIRPORT REMARKS: Unattended. Deer invof runways. REIL Rwy 29 OTS indef. ACTIVATE MIRL Rwy 11-29-CTAF.

COMMUNICATIONS: CTAF 122.9

CRESCENT CITY RCO 122.3 (OAKLAND RADIO)

SEATTLE CENTER APP/DEP CON 124.85

RADIO AIDS TO NAVIGATION: NOTAM FILE ACV.

FORTUNA (L) VORTACW 114.0 FOT Chan 87 N40°40.28' W124°14.07' 127° 8.4 NM to fld. 386/19E.

FORTUNA N40°40.28' W124°14.07' NOTAM FILE OAK.

KLAMATH FALLS

(L) **VORTACW** 114.0 FOT Chan 87 015° 9.7 NM to Murray Fld. 386/19E.

H-3A, L-2H

VOR portion unusable:

060°-095° byd 35 NM blo 9,500'

280°-295° byd 20 NM all alts.

135°-175° byd 20 NM blo 6,500'

295°-350° byd 20 NM blo 3,000'.

DME portion unusable

050°-070° byd 35 NM blo 9500'

315°-325° byd 15 NM blo 5,500'

150°-200° byd 20 NM blo 5000'

FRANKLIN FIELD (F72) 4 SE UTC-8(-7DT) N38°18.24' W121°25.76'

SAN FRANCISCO

21 TPA-1021(1000) NOTAM FILE RIU

L-2F, 3A

RWY 18-36: H3240X60 (ASPH) S-30

RWY 18: Fence. **RWY 36:** Thld dsplcd 255'. Rgt tfc.

RWY 09-27: H3100X60 (ASPH) S-30

RWY 09: P-line. Rgt tfc. **RWY 27:** Thld dsplcd 70'. P-line.

AIRPORT REMARKS: Unattended. Ultralights activity invof arpt. Monitor 122.9 within 5 miles. Extensive student helicopter and fixed wing training in area. Conduct helicopter training N of Rwy 09 and W of Rwy 36. Avoid overflight of detention facility on E side of arpt except in emerg. Calm wind Rwy 18. All rwys limited to 15,000 lbs gross weight.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE SAC.

SACRAMENTO (H) VORTACW 115.2 SAC Chan 99 N38°26.62' W121°33.10' 128° 10.2 NM to fld. 10/17E.
HIWAS.

FRAZIER LAKE AIRPARK (See HOLLISTER)

FREDRICK SHERMAN FLD (See SAN CLEMENTE ISLAND NALF)

FRENCH VALLEY (See MURRIETA/TEMECULA)

FRESNO

FRESNO CHANDLER EXECUTIVE (FCH) 2 W UTC-8(-7DT) N36°43.93' W119°49.22'

SAN FRANCISCO

279 B S2 FUEL 100LL, JET A NOTAM FILE FCH

L-3C, 9A

RWY 12-30: H3630X75 (ASPH) S-17 MIRL

IAP, AD

RWY 12: REIL. VASI(V2L). Thld dsplcd 418'. Road. Rgt tfc.

RWY 30: REIL. PAPI(P4R). Thld dsplcd 540'. Road.

AIRPORT REMARKS: Attended 1600-0100Z†. Numerous birds in vicinity of arpt. Rwy 30 calm wind rwy when wind reported by AWOS less than 5 knots. Practice landings and low apchs and touch and go ldg or stop-and-go ops authorized only between 1500-0600Z†. Rwy 12 practice landings and low apchs and touch and go ldg or stop-and-go ops not permitted due to noise sensitive residential areas SE of arpt. After tkf climb on rwy heading until passing 800' MSL, for safety and noise abatement initial climb out at best rate-of-climb recommended. Fee for acft over 12,500 pounds gross weight. ACTIVATE MIRL Rwy 12R-30L, REIL Rwy 12R and Rwy 30L and taxiway lgts-CTAF.

WEATHER DATA SOURCES: AWOS-3 135.225 (559) 488-1040.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ APP CON 119.0 119.6

Ⓡ DEP CON 119.0

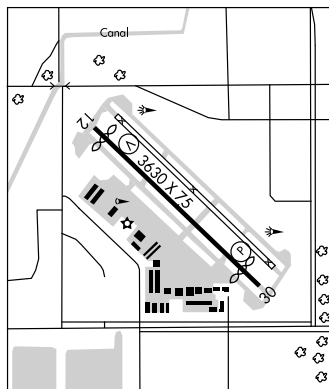
RADIO AIDS TO NAVIGATION: NOTAM FILE FAT.

CLOVIS (H) VORTAC 112.9 CZQ Chan 76 N36°53.06'

W119°48.91' 167° 9.1 NM to fld. 360/15E.

CHANDLER NDB (HW) 344 FCH N36°43.44' W119°50.02' at fld. NOTAM FILE FCH. Unmonitored.

NDB unusable 200°-230° beyond 40 NM blo 8500'.



FRESNO YOSEMITE INTL (FAT) 5 NE UTC-8(-7DT) N36°46.57' W119°43.09'

SAN FRANCISCO

336 B S4 FUEL 100, JET A OX 1, 3, 4 TPA—See Remarks LRA Class I, ARFF Index B H-3B, L-3C, 9A
NOTAM FILE FAT IAP, AD

RWY 11L-29R: H9227X150 (ASPH-GRVD) S-70, D-170, 2S-175, 2D-250

HIRL CL

RWY 11L: REIL. PAPI(P4L)—GA 3.0° TCH 55'. Pole.

RWY 29R: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 75'. Thld dsplcd 312'. Road. Rgt tfc.

RWY 11R-29L: H7205X100 (ASPH) S-70, D-125, 2S-159, 2D-200 MIRL

RWY 11R: REIL. Thld dsplcd 1448'. Rgt tfc.

RWY 29L: PAPI(P4L)—GA 3.0° TCH 44'.

ARRESTING GEAR/SYSTEM

RWY 11L ← HOOK BAK-12A (107' OVRN)

BAK-14 BAK-12B(B) (1310') **RWY 29R**

RWY 11R ← HOOK BAK-12A (222' OVRN)

AIRPORT REMARKS: Attended continuously. Numerous birds invof arpt.

Possible wake turbulence or wind shear arrival to Rwy 29L or departure from Rwy 11R. Jet testing conducted at Air National Guard ramp located at SE corner of arpt. Fee for acft over 12,500 lbs. gross weight. Fresno Yosemite Intl is noise sensitive, noise abatement procedure in effect. No multiple apchs and ldgs 0600-1500Z± Mon thru Sat, 0200-1800Z± Sun. For Twy A, 40' wide, prior approval required acft over 60,000 pounds gross weight. No intersection departures to the NW except the intersection of Rwy 29R at Twy B2 or during single rwy operations. Rwy 11R 1216' blast pad, Rwy 29L 300' blast pad. TPA-1303 (967) single engine aircraft; 1803 (1467) multi engine aircraft; 2303 (1967) turbojet; 803(467) helicopters. Rws 11L and 29R touchdown, midfield, rollout runway visual range avbl. Lgt d rwy distance remaining markers south side of Rwy 11R-29L, lgt d rwy distance remaining markers both sides of Rwy 11L-29R. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (559) 255-3413.

COMMUNICATIONS: ATIS 121.35 UNICOM 122.95

RCO 122.55 122.2 (RANCHO MURIETA RADIO)

® APP/DEP CON 132.35 (091°-239°) 119.6 (240°-090°) 118.5 (S/SE VISALIA AREA)

TOWER 118.2 GND CON 121.7 CLNC DEL 124.35

AIRSPACE: CLASS C svc ctc APP CON

RADIO AIDS TO NAVIGATION: NOTAM FILE FAT.

CLOVIS (H) VORTAC 112.9 CZQ Chan 76 N36°53.06' W119°48.91' 129° 8 NM to fld. 360/15E.

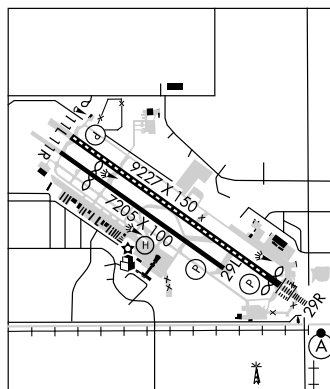
ILS/DME 111.3 I-FAT Chan 50 Rwy 29R. Class IIIE. DME also serves Rwy 11L.

ILS/DME 111.3 I-RPW Chan 50 Rwy 11L. Localizer unusable byd 27° each side of localizer course.

LOC only, DME also serves Rwy 29R.

TPA-803(467)

HELIPAD H1: H70X70 (ASPH) S-60, D-110



SIERRA SKY PARK (E79) 7 NW UTC-8(-7DT) N36°50.41' W119°52.16'

SAN FRANCISCO

321 TPA-1300(979) NOTAM FILE RIU

RWY 12-30: H2920X50 (ASPH) LIRL

RWY 12: Thld dsplcd 330'. Road. Rgt tfc.

RWY 30: PAPI(P2L)—GA 3.0° TCH 20'. Thld dsplcd 292'. Road.

AIRPORT REMARKS: Unattended.

COMMUNICATIONS: CTAF 122.9

FRIANT N37°06.27' W119°35.73' NOTAM FILE RIU.

SAN FRANCISCO

(L) VORTACW 115.6 FRA Chan 103 180° 21.1 NM to Fresno Yosemite Intl. 2380/17E. HIWAS. H-3B, L-3C, 9A

FULLERTON MUNI (FUL) 3 W UTC-8(-7DT) N33°52.32' W117°58.79'

LOS ANGELES

96 B S4 **FUEL** 100LL, JET A OX 1, 3 TPA-1100(1004) NOTAM FILE FUL

COPTER

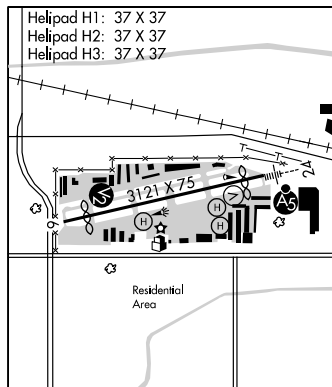
RWY 06-24: H3121X75 (ASPH) S-12.5 MIRL 0.3% up E

L-3E, 4H, A

RWY 06: REIL. PVASI(PSIL)-GA 4.0° TCH 23'. Thld dsplcd 427'. Tree.

IAP, AD

RWY 24: MALSR. REIL. VASI(V2L)-GA 4.0° TCH 33'. Thld dsplcd 253'. Tree. Rgt tfc.



AIRPORT REMARKS: Attended 1700-0200Z†. Lgtd 750' tower 1.75 miles W of arpt on heading of 285° from arpt. Arpt has noise abatement procedures ctc arpt manager 714-738-6323. Rwy 06 calm wind rwy. For noise abatement Rwy 06 preferred for tkf, follow railroad tracks to E with no turns blo 1000'AGL. Rwy 24 departure climb to 700'AGL prior to turns. Portions of Twy A between intersection F and west end not visible from twr. Rwy 24 MALSR non-std with 5 rail, no steady burning lamps. When twr clsd ACTIVATE MIRL Rwy 06-24, REIL Rwy 06-24, PVASI Rwy 06, MALSR Rwy 24 and twy lghts-CTAF.

WEATHER DATA SOURCES: ASOS (714) 870-1372.

COMMUNICATIONS: CTAF 119.1 ATIS 125.05 (714) 870-6222

UNICOM 122.95

SANTA ANA RCO 122.45 (RIVERSIDE RADIO)

Ⓡ SOCAL APP/DEP CON 124.65

TOWER 119.1 (1500-0500Z†) GND CON 121.8

AIRSPACE: CLASS D svc 1500-0500Z† other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE HHR.

SEAL BEACH (L) VORTACW 115.7 SLI Chan 104 N33°47.00' W118°03.29' 020° 6.5 NM to fld. 23/15E.

HIWAS.

ILS 108.9 I-FUL Chan 26 Rwy 24 LOC only. ILS unmonitored when twr clsd.

HELIPAD H1: H37X37 (CONC)

HELIPAD H2: H37X37 (CONC)

HELIPAD H3: H37X37 (CONC)

FURNACE CREEK (See DEATH VALLEY NATIONAL PARK)

GANSNER FLD (See QUINCY)

GARBERVILLE (016) 2 SW UTC-8(-7DT) N40°05.14' W123°48.86'

KLAMATH FALLS

546 **FUEL** 100LL TPA-1546(1000) NOTAM FILE OAK

L-2H

RWY 18-36: H3050X75 (ASPH) S-30

RWY 18: Thld dsplcd 80'. Hill.

RWY 36: Ground. Rgt tfc. Trees.

AIRPORT REMARKS: Unattended. 100LL fuel avbl with credit card 24 hours. Day use only; CLOSED ngts. Terrain slopes up from the end of Rwy 36 approximately 12' before dropping off.

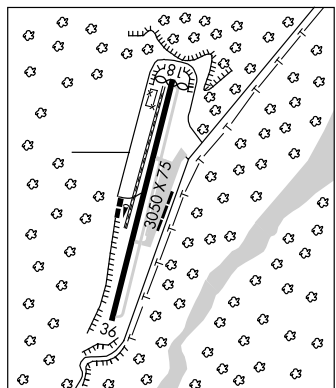
COMMUNICATIONS: CTAF 122.9

RCO 122.3 (OAKLAND RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE ACV.

FORTUNA (L) VORTACW 114.0 FOT Chan 87 N40°40.28'

W124°14.07' 132° 40.1 NM to fld. 386/19E.



GASQUET**WARD FLD** (Ø09) 1 W UTC-8(-7DT) N41°50.74' W123°59.09'**KLAMATH FALLS**

356 TPA-1156(800) NOTAM FILE OAK

RWY 06-24: H2990X50 (ASPH) S-12**RWY 06:** Thld dsplcd 500'. Trees.**RWY 24:** Thld dsplcd 490'. Trees.**AIRPORT REMARKS:** Unattended. Arpt CLOSED SS-SR. No night op authorized. Arpt in canyon, high mountains and trees surrounds arpt, mountain flying experience strongly recommended. Private driveway to south of rwy penetrates clear space, driveway edge 88' from rwy centerline.**COMMUNICATIONS:** CTAF 122.9**GAVIOTA** N34°31.88' W120°05.47' NOTAM FILE HHR.**LOS ANGELES****(L) VORTACW** 113.8 GVO Chan 85 277° 20.3 NM to Lompoc. 2616/16E.**H-4H, L-3D, 4F, 7A**

VORTAC unusable:

117°-137° byd 35 NM

310°-095° byd 10 NM blo 8500'

360°-095° byd 20 NM blo 12,500'

GENERAL WM J. FOX AIRFIELD (See LANCASTER)**GEORGETOWN** (E36) 2 NW UTC-8(-7DT) N38°55.26' W120°51.89'**SAN FRANCISCO**2623 B S3 **FUELL** 100LL TPA-3423(800) NOTAM FILE RIU**RWY 16-34:** H2980X60 (ASPH) S-22 MIRL**RWY 16:** Trees.**RWY 34:** Trees.**AIRPORT REMARKS:** Attended 1600-0100Z+. ACTIVATE MIRL Rwy 16-34-CTAF.**COMMUNICATIONS:** CTAF/UNICOM 123.05**GILLESPIE FLD** (See SAN DIEGO (EL CAJON))**GNOSS FLD** (See NOVATO)**GOFFS** N35°07.87' W115°10.59' NOTAM FILE RAL.**LOS ANGELES****(L) VORTAC** 114.4 GFS Chan 91 020° 22.9 NM to Searchlight, NV. 4000/15E.**H-4I, L-7E**

VORTAC unusable:

200°-235° beyond 30 NM below 8700'

290°-320° beyond 20 NM below 9500'

235°-260° beyond 25 NM below 7400'

320°-010° beyond 30 NM below 8500'

260°-290° beyond 25 NM below 8000'

RCO 122.05R 114.4T (RIVERSIDE RADIO)**GORMAN** N34°48.24' W118°51.68' NOTAM FILE RIU.**LOS ANGELES****(L) VORTAC** 116.1 GMN Chan 108 081° 32.1 NM to General Wm. J. Fox Airfield.**H-4I, L-3D, 4G, 7B**

4920/16E.

VORTAC unusable:

190°-220° beyond 27 NM below 9500'

255°-280° beyond 20 NM below 10,500'

220°-255° beyond 8 NM below 13,000'

280°-300° beyond 15 NM below 8000'

220°-255° byd 10 NM

RCO 122.1R 116.1T (RANCHO MURIETA RADIO)

GRASS VALLEY

NEVADA CO AIR PARK (GOO) 3 E UTC-8(-7DT) N39°13.44' W121°00.19'

SAN FRANCISCO

3152 B S4 FUEL 100LL, JET A TPA-4152(1000) NOTAM FILE RIU

L-26, 3A

RWY 07-25: H4350X75 (ASPH) S-30 MIRL 1.9% up E

IAP, AD

RWY 07: REIL. VASI(V4L)—GA 3.0° TCH 40'. Trees.

RWY 25: REIL. VASI(V2L)—GA 3.5° TCH 37'. Pole.

AIRPORT REMARKS: Attended 1600-0100Z†, May-Oct 1600-0200Z†.

RWY 07 CLOSED for tkr at ngt and RWY 25 CLOSED for ldg at ngt.

Watch for air tankers July-Oct. RWY 07-25 slopes downhill to west, recommend take off RWY 25. Due to rwy gradient width and crosswinds use of RWY 07-25 not recommended for student solo cross-country flights. E acft tiedown apron 12,500 pounds maximum. ACTIVATE MIRL RWY 07-25, VASI RWY 07 and RWY 25—CTAF.

WEATHER DATA SOURCES: AWOS-3 121.325 (530) 273-0029.

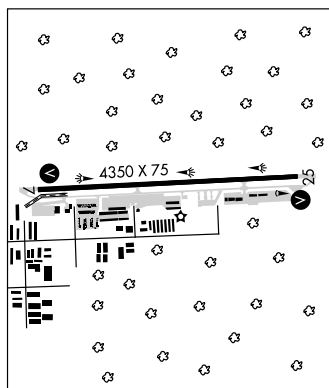
COMMUNICATIONS: CTAF/UNICOM 122.725

NORCAL APP/DEP CON 125.4

RADIO AIDS TO NAVIGATION: NOTAM FILE MYV.

MARYSVILLE (T) VOR/DME 110.8 MYV Chan 45 N39°05.92'

W121°34.38' 058° 27.6 NM to fld. 62/16E.



GRAVELLY VALLEY (See UPPER LAKE)

GROVELAND

PINE MOUNTAIN LAKE (E45) 3 NE UTC-8(-7DT) N37°51.70' W120°10.71'

SAN FRANCISCO

2933 B S4 FUEL 100LL TPA-3933(1000) NOTAM FILE RIU

L-3B

RWY 09-27: H3624X50 (ASPH) S-12 MIRL 1.1% up SE

IAP

RWY 09: VASI(V2L)—GA 4.5° TCH 16'. Trees.

RWY 27: PAPI(P2L)—GA 4.0° TCH 37'. Trees. Rgt tfc.

AIRPORT REMARKS: Unattended. Fuel 24 hr self-service. Arpt advisories unavailable through UNICOM. Deer on and in/ov arpt at all times. Electrified 6' high frangible deer fence on both sides of rwy between rwy and twy. PAPI RWY 27 unusable byd 7° left and right of centerline. ACTIVATE MIRL RWY 09-27—CTAF. Fee for overnight parking. Transient parking avbl.

COMMUNICATIONS: CTAF 122.9

OAKLAND CENTER APP/DEP CON 121.25

RADIO AIDS TO NAVIGATION: NOTAM FILE MOD.

MODESTO (H) VOR/DME 114.6 MOD Chan 93 N37°37.64' W120°57.47' 052° 39.7 NM to fld. 90/17E.

GUADALUPE N34°57.14' W120°31.29' NOTAM FILE HHR.

LOS ANGELES

(T) VOR 111.0 GLJ 119° 4.5 NM to Santa Maria Pub/Capt G Allan Hancock Fld.

L-3D, 4F, 7A

VOR unusable 300°-325° beyond 10 NM below 3000'.

RCO 122.1R 111.0T (HAWTHORNE RADIO).

GUALALA

OCEAN RIDGE (E55) 3 N UTC-8(-7DT) N38°48.10' W123°31.84'

SAN FRANCISCO

940 NOTAM FILE OAK

RWY 13-31: H2500X50 (ASPH) S-8 LIRL

RWY 13: Thld dsplcd 400'. Trees.

RWY 31: Thld dsplcd 300'. Trees. Rgt tfc.

AIRPORT REMARKS: Unattended. Arpt avbl for use from 1400-0600Z† only, CLOSED all other hours. Deer frequently on rwy. RWY 13-31 CLOSED at night. RWY 13-31 CLOSED to jets and ultralights. RWY 13-31 CLOSED to acft over 8,000 lbs. RWY 13-31 CLOSED to touch and go landings. RWY 13 +60-90' trees 0-200' from thld, 125' left and rgt, and RWY 31 +60-90' trees 0-200' from thld, 125' left and rgt. Acft not visible from opposite ends of rwy due to downward sloping terrain from rwy midpoint south to rwy apch end of RWY 31 (approximately 15' drop). Full stop landings only, intersection takeoffs prohibited. RWY safety areas have protruding or depressed drainage areas. Safety area South end has 100+ ft dropoff. RWY 13-31 undulated. Extreme turbulence in windy conditions. Calm wind RWY 31. RWY 13-31 NSTD dsplcd thld markings yellow. NSTD rwy lgts for emergency use only call 707-884-3573/3579.

COMMUNICATIONS: CTAF/UNICOM 122.8

GUSTINE (301) 2 E UTC-8(-7DT) N37°15.64' W120°57.86'

SAN FRANCISCO

75 B FUEL 100LL TPA-875(800) NOTAM FILE RIU

L-2F, 3B

RWY 18-36: H3200X60 (ASPH) S-12 MIRL

RWY 18: Road.

AIRPORT REMARKS: Unattended. For fuel between 1600-0030Z† call 209-854-6471, after 0030Z† call 209-854-1010 and page Public Works. Bird activity invof arpt. Rwy 36 P-line not easily discernible from the air. MIRL Rwy 18-36 preset low ints, to increase ints ACTIVATE CTAF.

COMMUNICATIONS: CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE MOD.

MODESTO (H) VOR/DME 114.6 MOD Chan 93 N37°37.64' W120°57.47' 164° 22.0 NM to fld. 90/17E.

HAIGH FLD (See ORLAND)**HALF MOON BAY** (HAF) 5 NW UTC-8(-7DT) N37°30.81' W122°30.07'

SAN FRANCISCO

66 B S4 FUEL 100LL TPA-999(933) NOTAM FILE OAK

H-3B, L-2F, 3B, A

RWY 12-30: H5000X150 (ASPH-CONC) S-30, D-200, 2D-360 MIRL 0.7% up NW

IAP

RWY 12: PAPI(P2L)-GA 3.0° TCH 24'. Thld dsplcd 763'. Trees.

RWY 30: REIL, PAPI(P2L)-GA 3.0° TCH 24'. Thld dsplcd 763'. Trees. Rgt tfc.

AIRPORT REMARKS: Attended 1600-0100Z†. Fuel avbl 24 hrs self service. Arpt noise sensitive areas NW through NE. No straight-in apchs, departures climb to 433' AGL before turning. No intersection tkfs, stop and go landings, or taxi back on rwy. Twys, aprons and tiedowns 12,500 lbs maximum. ACTIVATE MIRL Rwy 12-30, REIL Rwy 30, PAPI Rwy 12 and PAPI Rwy 30-122.8.

WEATHER DATA SOURCES: AWOS-3 127.275 (650) 728-5649.**COMMUNICATIONS:** CTAF/UNICOM 122.8

® NORCAL APP/DEP CON 135.1

RADIO AIDS TO NAVIGATION: NOTAM FILE SFO.

SAN FRANCISCO (L) VORW/DME 115.8 SFO Chan 105 N37°37.17' W122°22.43' 207° 8.8 NM to fld. 13/17E.

HALSEY FLD (See NORTH ISLAND NAS)**HANFORD MUNI** (HJO) 1 SE UTC-8(-7DT) N36°19.00' W119°37.66'

SAN FRANCISCO

240 B S4 FUEL 100LL, JET A TPA-1240(1000) NOTAM FILE HJO

H-4H, L-3C, 9A

RWY 14-32: H5175X75 (ASPH) S-30, D-45 MIRL

IAP

RWY 14: PAPI(P4R)-GA 3.5° TCH 40'. Road.

RWY 32: REIL, PAPI(P4L)-GA 3.0° TCH 40'. Rgt tfc.

AIRPORT REMARKS: Attended 1600-0100Z†. Fuel self-svc avbl 24 hrs. PAPI Rwy 14 unusable byd 1 NM. PAPI Rwy 32 unusable byd 2 NM. After dark ACTIVATE MIRL Rwy 14-32 and REIL Rwy 32, PAPI Rwy 14 and Rwy 32-CTAF.

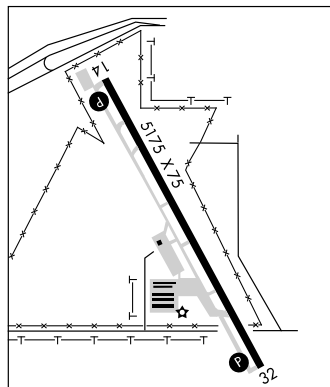
WEATHER DATA SOURCES: ASOS 134.75 (559) 585-8076.**COMMUNICATIONS:** CTAF/UNICOM 122.8

® FRESNO APP/DEP CON 123.9

RADIO AIDS TO NAVIGATION: NOTAM FILE VIS.

VISALIA (T) VOR/DME 109.4 VIS Chan 31 N36°22.04'

W119°28.93' 231° 7.7 NM to fld. 260/16E.

**HANGTOWN** N38°43.48' W120°44.96' NOTAM FILE RIU.

SAN FRANCISCO

(L) VOR/DME 115.5 HNW Chan 102 at Placerville. 2583/17E.

L-3A

VOR unusable:

200°-260° beyond 15NM below 9500'

320°-350° beyond 10NM below 6000'

320°-350° beyond 25NM below 14,500'

RCO 122.1R 115.5T (RANCHO MURIETA RADIO)

HAPPY CAMP (36S) 0 SW UTC-8(-7DT) N41°47.44' W123°23.34'

KLAMATH FALLS

1209 TPA-2209(1000) NOTAM FILE RIU

L-21

RWY 04-22: H3000X50 (ASPH) S-30

RWY 04: Tree. Rgt tfc.

RWY 22: Brush.

AIRPORT REMARKS: Unattended. +35' trees 600' from 125' left through 125' right.

COMMUNICATIONS: CTAF 122.9

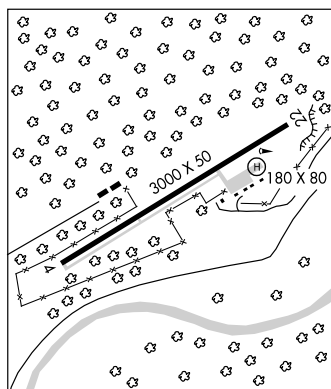
RADIO AIDS TO NAVIGATION: NOTAM FILE CEC.

CRESCENT CITY (L) VORTACW 109.0 CEC Chan 27 N41°46.77'

W124°14.45' 070° 38.3 NM to fld. 54/19E.

• • • • •

HELIPAD H1: H180X80 (ASPH)



HARRIS RANCH (See COALINGA)

HAWTHORNE

JACK NORTHROP FLD/HAWTHORNE MUNI (HHR) 1 E UTC-8(-7DT) N33°55.37' W118°20.11' **LOS ANGELES**

66 B S4 **FUEL** 100LL, JET A OX 2, 3, 4 TPA-See Remarks NOTAM FILE HHR

COPTER

RWY 07-25: H4956X100 (CONC) S-30, D-45, 2D-90 MIRL

L-3E, 4E, 7B, A

RWY 07: VASI(V2R)-GA 3.25° TCH 25'. Thld dspcd 971'. Road. Rgt tfc.

IAP, AD

RWY 25: ODALS. REIL. VASI(V4R)-GA 3.5° TCH 25'. Thld dspcd 463'. Pole.

RUNWAY DECLARED DISTANCE INFORMATION:

RWY 07: TORA-4956 TODA-4956 ASDA-4736 LDA-3756

RWY 25: TORA-4956 TODA-4956 ASDA-4656 LDA-4193

AIRPORT REMARKS: Attended 1500-0400Z±. 100LL fuel avbl 24 hrs self svc. Jet A fuel avbl 1300-0800Z± daily, call 310-676-4673. Arpt CLOSED to acft with explosives. CAUTION: 8' blast fence AER 25. Numerous flocks of birds on and invof arpt. Helicopter flight training ops prohibited. Helicopter multiple approaches/traffic pattern ops prohibited. Touch and go landings, stop and go landings and low apch ops for all acft including helicopters limited to 1800-0100Z±. No multi-engine simulated engine-out procedures authorized in tfc pat. No taxi-back ops Mon-Fri 0600-1600Z±, Sat-Sun 0600-1800Z±. TPA for lgt acft/helicopter 1100 (1034), turbine/high performance acft 1600 (1534). For noise abatement info ctc arpt engineer 310-349-1637 or 1636. North Twy designated non-movement area. Rwy 25 runup on South Twy 900' west of AER. When twr clsd ACTIVATE MIRL Rwy 07-25 and ODALS Rwy 25-CTAF.

WEATHER DATA SOURCES: ASOS (310) 973-8930

COMMUNICATIONS: CTAF 121.1 ATIS 118.4 (310) 675-7945

HAWTHORNE RCO 122.2 122.5 (HAWTHORNE RADIO)

Ⓡ **SOCAL APP CON** 124.3 (146°-245°) 124.9 (069°-145°) 125.2 (246°-342°) 128.5 (343°-068°)

Ⓡ **SOCAL DEP CON** 124.3

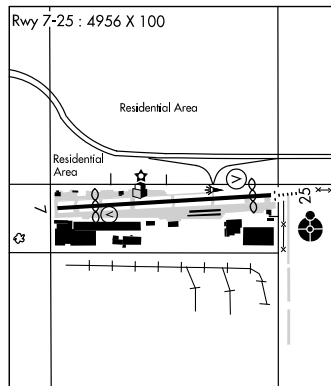
HAWTHORNE TOWER 121.1 (1400-0400Z±) **GND CON** 125.1

AIRSPACE: CLASS D svc 1400-0400Z± other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE LAX.

LOS ANGELES (H) VORTACW 113.6 LAX Chan 83 N33°55.99' W118°25.92' 082° 4.9 NM to fld. 182/15E.

ILS 109.1 I-HHR Rwy 25. (LOC only). LOC unusable beyond 15° north of LOC course and from 0.8 NM inbound. ILS unmonitored when twr clsd.



HAYFORK (F62) 1 S UTC-8(-7DT) N40°32.82' W123°10.77'

2321 B S2 TPA-3321(1000) NOTAM FILE RIU

RWY 07-25: H4115X60 (ASPH) S-12.5 MIRL

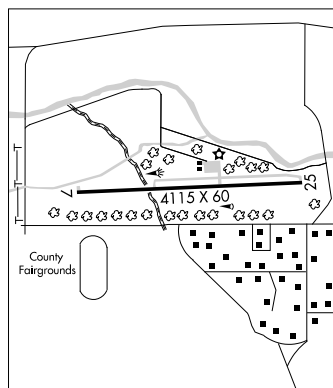
RWY 07: Tree. **RWY 25:** Tree. Rgt tfc.

AIRPORT REMARKS: Unattended. High terrain all quadrants. Noise abatement procedures in effect N, NE and S of arpt. Intermittently closed winters due to snow. Ctc county transportation office for information 530-623-1365. **ACTIVATE MIRL** **Rwy 07-25-CTAF.**

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE ACV.

FORTUNA (L) VORTACW 114.0 FOT Chan 87 N40°40.28' W124°14.07' 079° 48.8 NM to fld. 386/19E.



KLAMATH FALLS
L-2H

HAYWARD EXECUTIVE (HWD) 2 W UTC-8(-7DT) N37°39.54' W122°07.31'

52 B S4 **FUEL** 100LL, JET A OX 1, 3 TPA-See Remarks NOTAM FILE HWD

RWY 10R-28L: H5694X150 (ASPH) S-30, D-75, 2S-95 MIRL 0.4% up E

RWY 10R: REIL. VASI(V4R)-GA 3.0° TCH 25'. Thld dsplcd 816'.

Tree. Rgt tfc.

RWY 28L: REIL. VASI(V4L)-GA 4.0° TCH 35'. Thld dsplcd 676'.

RWY 10L-28R: H3107X75 (ASPH) S-13 MIRL 0.3% up SE.

RWY 10L: PAPI(P4L)-GA 3.0°. Tree.

RWY 28R: PAPI(P4L)-GA 3.0°. Rgt tfc.

AIRPORT REMARKS: Attended 1600-0100Z±. When tower clsd Rwy 10L-28R CLOSED. Flocks of birds feeding along the shoreline, creek areas and at the golf course to the north, on occasion may fly across various parts of the arpt. Noise abatement procedures in effect ctc arpt for noise rules on 510-293-8678.

TPA-652(600) Rwy 10R-28L, 852(800) Rwy 10L-28R. Rwy 10R has ldg distance remaining signs (lgtd) north side of rwy. Rwy 28L has ldg distance remaining signs (lgtd) south side of rwy.

Transient helicopter tfc use helipads north of green ramp located at base of twr. When twr clsd MIRL Rwy 10R-28L preset low ints, to increase ints **ACTIVATE-CTAF.** When twr clsd VASI Rwy 10R and Rwy 28L opr dusk to dawn, PAPI Rwy 10L, PAPI Rwy 28R and REIL Rwy 10R and Rwy 28L unavailable.

WEATHER DATA SOURCES: ASOS (510) 786-3052.

COMMUNICATIONS: CTAF 120.2 ATIS 126.7 (510)786-3988

UNICOM 122.95

Ⓡ **NORCAL APP CON** 124.4 125.35 134.5

Ⓡ **NORCAL DEP CON** 124.4

TOWER 120.2 118.9 (1500-0500Z±) **GND CON** 121.4 **CLNC DEL** 128.05

AIRSPACE: CLASS D svc 1500-0500Z± other times CLASS G.

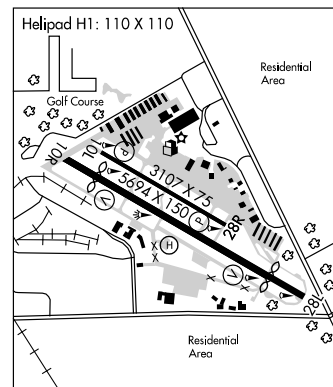
RADIO AIDS TO NAVIGATION: NOTAM FILE OAK.

OAKLAND (H) VORTACW 116.8 OAK Chan 115 N37°43.56' W122°13.42' 113° 6.3 NM to fld. 10/17E.

HIWAS.

ILS/DME 111.5 I-HWD Chan 52 Rwy 28L. LOC only. LOC unmonitored when twr clsd.

COMM/NAV/WEATHER REMARKS: For IFR clearances or Class C airspace information ctc Oakland Twr 127.2.



SAN FRANCISCO
H-3B, L-2F, 3B, A
IAP, AD

• • • • •
HELIPAD H1: H110X110 (ASPH) MIRL

HEALDSBURG MUNI (HES) 3 NW UTC-8(-7DT) N38°39.16' W122°53.92'

SAN FRANCISCO

278 S4 **FUEL** 80, 100 TPA-1278(1000) NOTAM FILE OAK

RWY 13-31: H2707X60 (ASPH) S-12.5 MIRL

RWY 13: Road. Rgt tfc.

RWY 31: Hill.

AIRPORT REMARKS: Attended 1600-0100Z±. Noise abatement, touch and go limited to 4 acft day. Rwy 31 downdrafts apch end. ACTIVATE MIRL Rwy 13-31-CTAF.

WEATHER DATA SOURCES: AWOS-A 122.8 (617) 262-3825. 3 clicks for weather. Plus visibility.

COMMUNICATIONS: CTAF/UNICOM 122.8

HECTOR N34°47.82' W116°27.78' NOTAM FILE RAL.

LOS ANGELES

(H) **VORTAC** 112.7 HEC Chan 74 267° 16.4 NM to Barstow-Daggett. 1853/15E.

H-41, L-7D

VOR portion unusable:

340°-055° byd 15 NM blo 10,000'

090°-200° byd 30 NM blo 13,000'

340°-055° byd 28 NM blo 14,000'

200°-231° byd 25 NM blo 9,000°

055°-090° byd 25 NM blo 9,000'

200°-231° byd 32 NM blo 12,000'

090°-200° byd 18 NM blo 11,000'

231°-240° byd 30 NM blo 10,000'

240°-270° byd 28 NM blo 9,000'

DME portion unusable:

340°-055° byd 15 NM blo 10,000'

090°-200° byd 30 NM blo 13,000'

340°-055° byd 28 NM blo 14,000'

200°-231° byd 20 NM blo 15,000'

055°-090° byd 25 NM blo 9,500'

231°-240° byd 20 NM blo 11,000'

090°-200° byd 18 NM blo 11,000'

240°-270° byd 28 NM blo 9,000'

RCO 122.1R 112.7T (RIVERSIDE RADIO)

HEMET-RYAN (HMT) 3 SW UTC-8(-7DT) N33°44.04' W117°01.35'

LOS ANGELES

1512 B S4 **FUEL** 100LL, JET A TPA-2512(1000) NOTAM FILE RAL

COPTER

RWY 05-23: H4314X100 (ASPH) S-80, D-130 MIRL

L-4H

RWY 05: Tree. Rgt tfc.

RWY 23: PAPI(P2L)-GA 3.0° TCH 40'.

IAP

RWY 04-22: H2045X25 (ASPH)

RWY 22: Trees. Rgt tfc.

AIRPORT REMARKS: Attended dalgt hours. Fee for fuel after hours call 951-925-7618. Watch for United States Forest Service fire fighting acft. Air tanker activity May-Nov. Forest service firefighting acft frequently fly the conventional rectangular pattern with four 90° clearing turns entering the down wind leg abeam midpoint of rwy. All powered acft tfc patterns to S. Gliders operating N of arpt. Rwy 04-22, glider rwy CLOSED indef. ACTIVATE MIRL Rwy 05-23 and taxiway lights-CTAF.

WEATHER DATA SOURCES: AWOS-3 118.375 (951) 925-6886.

COMMUNICATIONS: CTAF/UNICOM 123.0

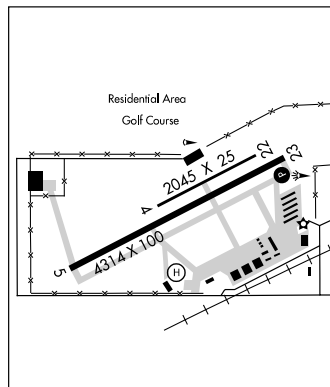
® **MARCH APP/DEP CON** 133.5 (1500-0700Z±) clsd holidays, other times ctc

® **SOCAL APP/DEP** 134.0

RADIO AIDS TO NAVIGATION: NOTAM FILE RAL.

PARADISE (H) VORTAC 112.2 PDZ Chan 59 N33°55.10'

W117°31.80' 098° 27.7 NM to fld. 1432/15E.



4055 TPA—4855(800) NOTAM FILE RNO

L-9A, 11A

RWY 06-24: H3260X40 (ASPH) S-4

RWY 06: P-line.

RWY 24: P-line.

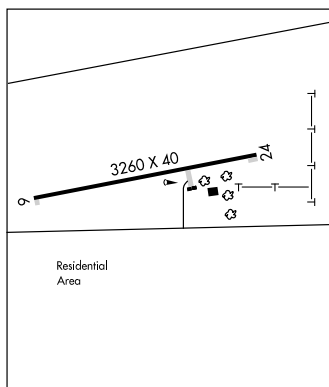
AIRPORT REMARKS: Unattended. Rwy 06-24 has numerous cracks and loose rocks. Rwy 06-24 all rwy markings missing. +5' brush along northside. 45' from rwy centerline.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE RNO.

MUSTANG (H) VORTACW 117.9 FMG Chan 126 N39°31.88'

W119°39.37' 311° 43.7 NM to fld. 5949/16E.



3390 B **FUEL** 100LL TPA—4390(1000) NOTAM FILE RAL

L-4H. 7C

RWY 03-21: H3910X50 (ASPH) S-12 LIRL 0.5% up SW

RWY 03: Thld dspld 300'. Tree. Rgt tfc. **RWY 21:** Thld dspld 550'. Road.

AIRPORT REMARKS: Unattended. Slight uphill grade to Rwy 21. Pilots should be aware of rising surrounding terrain to the south. Rwy 21 has a perimeter fence that separates Rwy 21 from road. Public road access to runway and taxiway in multiple locations. **ACTIVATE LIRL Rwy 03-21 CTAF.**

COMMUNICATIONS: CTAF/UNICOM 123.0

RADIO AIDS TO NAVIGATION: NOTAM FILE RAL.

PARADISE (H) VORTAC 112.2 PDZ Chan 59 N33°55.10' W117°31.80' 006° 29.5 NM to fld. 1432/15E.

SAN FRANCISCO

152 NOTAM FILE OAK

RWY 05-23: 2500X100 (TURF) LIRL

RWY 05: P-line. RWY 23: Rgt tfc.

AIRPORT REMARKS: Attended Sat–Sun 1600Z†–sunset, Mon–Fri irregularly. CAUTION: Seaplane landing area (water channel) 200' south of adjacent/parallel grass runway. Berm and ditch adjacent to Rwy 05 apch and seaplane turn around. PAEW in vicinity of Rwy 05–23 every Tue during dalgst hrs. No midfield takeoffs or back-taxi on Rwy 05–23. No practice tkf and ldg Rwy 05–23 when wet or soft. Rwy 05–23 gross weight limited to 6700 pounds. ACTIVATE LIRL Rwy 05–23—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.05

WATERWAY 05-23: 3000X60 (WATER)

WATERWAY 05: P-line. **WATERWAY 23:** Rgt tfc.

SEAPLANE REMARKS: Waterway 05-23 not marked, typical water depth 2.5'. Water depth noted as shallow as 1½' deep. Ramp & dock facilities available.

HOLLISTER MUNI (CVH) 3 N UTC-8(-7DT) N36°53.60' W121°24.62'
 230 B S4 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE OAK
 RWY 13-31: H6350X100 (ASPH) S-30, D-45 MIRL 0.4% up SE
 RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 40'.
 RWY 31: REIL. PAPI(P2L)—GA 3.0° TCH 40'.
 RWY 06-24: H3150X100 (ASPH) S-30, D-45 MIRL
 RWY 06: Terrain.
 RWY 24: REIL. VASI(V4L)—GA 3.8° TCH 26'. Road.

AIRPORT REMARKS: Attended 1600-0100Z+. Fuel avbl 24 hours credit card lock system. Parachute Jumping. Glider activity on and invof arpt. Model acft club conducting flight ops 3 miles west northwest of arpt heading of 290° from arpt surface to 500' AGL. Recommend pilots to begin Rwy 31 takeoff roll at or byd the thld (Twy B). Watch for fire fighting acft June-Oct. 2-3 inch cracks Rwy 13 thld and runup area. Rwy 06-24 and Rwy 13-31 have 50' asph shoulders both sides. TPA-1030(800), helicopters 730(500). Helicopters rgt tfc pattern. ACTIVATE MIRL Rwy 06-24 and Rwy 13-31, REIL Rwy 24, Rwy 13 and Rwy 31, VASI Rwy 24 and PAPI Rwy 13 and Rwy 31—CTAF.

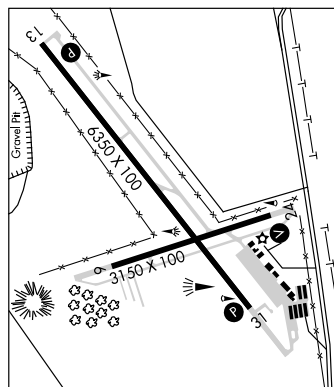
WEATHER DATA SOURCES: AWOS-3 120.425 (831) 636-4394.

COMMUNICATIONS: CTAF/UNICOM 123.0

® NORCAL APP/DEP CON 124.525

RADIO AIDS TO NAVIGATION: NOTAM FILE SNS.

SALINAS (H) VORTACW 117.3 SNS Chan 120 N36°39.83' W121°36.19' 017° 16.6 NM to fld. 101/17E.
 HIWAS.



SAN FRANCISCO
 H-3B, L-3B
 IAP

HOLTVILLE (L04) 5 NE UTC-8(-7DT) N32°50.70' W115°16.11'

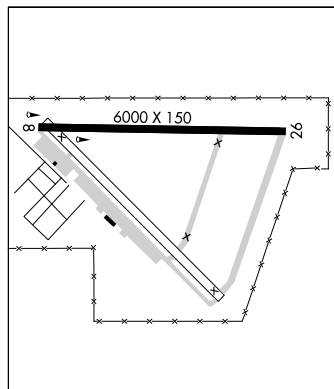
59 TPA-859(800) NOTAM FILE SAN
 RWY 08-26: H6000X150 (CONC) S-30, D-50
 RWY 08: P-line. RWY 26: Rgt tfc.

AIRPORT REMARKS: Unattended. Arpt CLOSED indefinitely. Rwy 08-26 CLOSED indef. Rwy 08-26 pavement buckled and cracked with vegetation growth and spalling. 1-2' holes in pavement, buckled section slabs up to 2'. Be alert frequent military training activity during dalgt hours and dark; includes tactical acft; helicopters; and parachuting; check local notams call 619-337-7792. Rwy 08-26 limited by arpt manager to 20,000 lbs single wheel gear, 40,000 lbs dual tandem wheel gear. Rwy 08-26 edge markings are 25' in from edge of pavement.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE IPL.

IMPERIAL (H) VORTAC 115.9 IPL Chan 106 N32°44.93'
 W115°30.52' 051° 13.4 NM to fld. -20/14E.



LOS ANGELES
 H-41, L-41, 5A

HOMELAND N33°46.58' W117°11.12' NOTAM FILE RAL.

(L) VOR 113.4 HDF 315° 7.3 NM to March ARB. 1414/14E.
 VOR unusable: 360°-040° byd 20 NM blo 12,000'
 360°-040° byd 30 NM blo 15,500'
 170°-250° byd 10 NM

RCO 122.1R 113.4T (RIVERSIDE RADIO)

LOS ANGELES
 COPTER
 L-4H, A

HOOPA (O21) 1 SE UTC-8(-7DT) N41°02.49' W123°40.07'

356 TPA-1156(800) NOTAM FILE OAK
 RWY 14-32: H2325X50 (ASPH) S-10

RWY 14: Thld dsplcd 80'. Trees. Rgt tfc. RWY 32: Thld dsplcd 80'. Trees. Rgt tfc.

AIRPORT REMARKS: Unattended. Day use only; CLOSED ngts. Wind indicator obscured by trees.

COMMUNICATIONS: CTAF 122.9

KLAMATH FALLS

HUNTER LIGGETT (See TUSI AHP)

HYAMPOM (H47) 1 NW UTC-8(-7DT) N40°37.54' W123°28.11'

KLAMATH FALLS

1250 TPA-2050(800) NOTAM FILE OAK

RWY 14-32: H2980X60 (ASPH) S-12**RWY 14:** Trees. Rgt tfc.**RWY 32:** Thld dsplcd 700'. Trees.**AIRPORT REMARKS:** Unattended. Arpt CLOSED nights except for emergency medical use. High terrain all quadrants.

Intermittently closed winters due to snow. Ctc county transportation office for information 530-623-1365.

NSTD MIRL for emerg medical use only, public use not authorized.

COMMUNICATIONS: CTAF/UNICOM 122.8**IMPERIAL BEACH NOLF** (REAM FLD) (NRS) NAF 1 S UTC-8(-7DT)

LOS ANGELES

N32°34.00' W117°07.00'

24 B NOTAM FILE NRS

Not insp.

L-4H

RWY 09-27: H4999X340 (PEM) S-55, D-72, 2S-91, 2D-107 HIRL

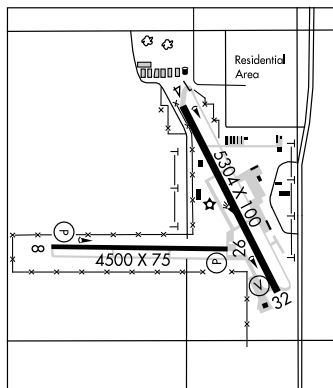
DIAP

RWY 27: OLS.**RWY 08-26:** H2241X150 (CONC) S-32, D-51**MILITARY SERVICE: FUEL J5** (Mon-Thu 1900-0500Z, Fri 1800-0200Z).**MILITARY REMARKS:** Opr Mon-Thu 1600-0630Z (1500-0600Z DT) and Fri 1600-0200Z. CLOSED from 0200Z day prior until 1600Z day following government holiday; except pre-coordinated flt of opr necessity. Ctc NOLF ATC DSN 577-9414/9415 for opr inquiries. **RSTD** Official Business Only — PPR fixed wing acft, ctc NASNI ODO DSN 735-8233/8234, C619-545-8233/8234. Practice apch not authorized Rwy 09. **CAUTION** Extensive helicopter training. **MISC** Rwy 08-26 avbl for dalgt VFR helicopter use only.**WEATHER DATA SOURCES:** ASOS DSN 577-9890, (C619) 437-9890.**COMMUNICATIONS:** ATIS 276.2⑦ **SOCAL APP/DEP CON** 125.15 317.55**TOWER** 120.65 239.25 (Mon-Thu 1600-0630Z (1500-0600Z DT) and Fri 1600-0200Z. Clsd from 0200Z day prior until 1600Z day following government holiday.) **GND CON** 285.575 **RADAR** 318.8**AIRSPACE: CLASS D** svc Mon-Thu 1600-0630Z (1500-0600Z DT) and Fri 1600-0200Z. Clsd from 0200Z day prior until 1600Z day following government holiday, other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE NRS.(L) **TACAN** Chan 29 NRS (109.2) N32°33.85' W117°06.58' at fld. 20/14E. Opr only during fld opr hr. Unusable 225°-230°.**PAR****COMM/NAV/WEATHER REMARKS:** Radar see Terminal FLIP for Radar Minima.**IMPERIAL CO** (IPL) 1 S UTC-8(-7DT) N32°50.05' W115°34.72'

LOS ANGELES

-54 B S4 **FUEL** 100LL, JET A TPA—See Remarks Class III, ARFF Index A. NOTAM FILE IPL H-41, L-41**RWY 14-32:** H5304X100 (ASPH-PFC) S-60, D-80, 2S-102, 2D-130 MIRL

IAP

RWY 14: Fence.**RWY 32:** VASI(V4L)—GA 3.0° TCH 47'. Road. Rgt tfc.**RWY 08-26:** H4500X75 (ASPH) S-50, D-50 MIRL**RWY 08:** PAPI(P2L)—GA 3.0° TCH 38'. P-line.**RWY 26:** PAPI(P4L)—GA 3.0° TCH 38'. Pole. Rgt tfc.**AIRPORT REMARKS:** Attended 1530-0030Z. Avoid NAF El Centro tfc; acft depart Rwy 26 rgt turn—stay below 1000'; ctc NAF Twr 119.1 for advisory. Frequent high-speed military jet traffic transits Imperial Co traffic area westbound descending VFR to NAF El Centro. Avoid 2500' to 3500' MSL near Imperial Co. Contact NAF Twr 119.1 for Navy tfc advisory. Radio antenna +70' located on control twr at midfield Rwy 14-32 and 500' W rwy centerline. TPA-946(1000) conventional acft, 1446(1500) jet acft. Overnight tiedown fee. **ACTIVATE** MIRL Rwy 08-26 and 14-32—CTAF.**WEATHER DATA SOURCES:** ASOS 132.175 (760) 355-2851.**COMMUNICATIONS:** CTAF/UNICOM 122.7**RCO** 122.1R 115.9T (SAN DIEGO RADIO)**RCO** 122.5 (SAN DIEGO RADIO)**L.A. CENTER APP/DEP CON** 128.6**AIRSPACE: CLASS E** svc continuous.**RADIO AIDS TO NAVIGATION:** NOTAM FILE IPL.(H) **VORTAC** 115.9 IPL Chan 106 N32°44.93' W115°30.52' 311° 6.2 NM to fld. -20/14E.

INDEPENDENCE (207) 1 N UTC-8(-7DT) N36°48.98' W118°12.30'

SAN FRANCISCO

3908 TPA—4708(800) NOTAM FILE RAL

L-9A

RWY 14-32: H3533X60 (ASPH) S-20 MIRL

RWY 14: Fence. RWY 32: Trees. Rgt tfc.

RWY 05-23: 1498X30 (DIRT)

RWY 05: Road. RWY 23: Fence.

AIRPORT REMARKS: Unattended. Rwy 05-23 restricted can be used only during extreme crosswind conditions. Tfc pattern indicators for Rwy 14-32 only. Rwy 05-23 marked with an R on each end, no numbers or centerline markings. ACTIVATE MIRL Rwy 14-32—CTAF.

COMMUNICATIONS: CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE BIH.

BISHOP (T) VORW/DME 109.6 BIH Chan 33 N37°22.62' W118°21.99' 152° 34.5 NM to fld. 4117/15E.

INYO KERN (IYK) 1 NW UTC-8(-7DT) N35°39.52' W117°49.77'

LAS VEGAS

2457 B S2 FUEL 100LL, JET A TPA—3457(1000) Class III, ARFF Index A NOTAM FILE IYK H-41, L-7C

IAP

RWY 15-33: H7100X75 (ASPH) S-24 MIRL 0.4% up NW

RWY 33: PAPI(P2L)—GA 3.3° TCH 40'.

RWY 02-20: H6275X75 (ASPH) S-30, D-50, 2D-80

MIRL 0.4% up S

RWY 02: PAPI(P2L)—GA 3.3° TCH 40'.

RWY 20: VASI(V4L)—GA 3.0° TCH 35'. Thld dsplcd 320'. Rgt tfc.

RWY 10-28: H4150X75 (ASPH) S-24 MIRL 1.0% up W

Rwy 28: Thld dsplcd 103'.

AIRPORT REMARKS: Attended Mon-Fri 1500-0100Z±, Frequent glider ops on weekends. After 2200Z± callout fee for service call 760-382-3383. Monitor 122.8 in tfc pattern. ACTIVATE MIRL Rwy 02-20, Rwy 10-28, Rwy 15-33 and VASI Rwy 20—CTAF. PAPI Rwy 02 and Rwy 33 opr continuously.

COMMUNICATIONS: CTAF/AUNICOM 122.8

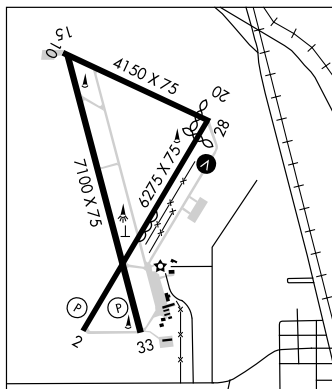
Ⓡ JOSHUA APP/DEP CON 133.65

RADIO AIDS TO NAVIGATION: NOTAM FILE EDW.

EDWARDS (L) VORTAC 116.4 EDW Chan 111 N34°58.94'

W117°43.96' 338° 40.8 NM to fld. 2354/15E.

COMM/NAV/WEATHER REMARKS: Automated UNICOM-3 clicks for arpt advisory and wx or dial 617-262-3825, 4 clicks for radio check.

**JACK McNAMARA FLD** (See CRESCENT CITY)**JACK NORTHROP FLD/HAWTHORNE MUNI** (See HAWTHORNE)**JACKSON****WESTOVER FIELD AMADOR CO** (JAQ) 2 NW UTC-8(-7DT) N38°22.61' W120°47.64'

SAN FRANCISCO

1690 B S4 FUEL 100LL TPA—2690(1000) NOTAM FILE RIU

L-3A

RWY 01-19: H3401X60 (ASPH) 12.5 MIRL

IAP

RWY 01: REIL. VASI(V2L)—GA 3.0° TCH 25'.

RWY 19: REIL. VASI(V2L)—GA 4.0° TCH 32'. Tree.

AIRPORT REMARKS: Attended 1700-0100Z±. Rwy 19 is the preferred rwy. ACTIVATE MIRL Rwy 01-19—122.8.**WEATHER DATA SOURCES:** AWOS-3 121.125 (209) 257-1292.**COMMUNICATIONS:** CTAF/UNICOM 123.075

Ⓡ NORCAL APP CON 125.1

Ⓡ NORCAL DEP CON 127.4

RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.

LINDEN (H) VORTAC 114.8 LIN Chan 95 N38°04.48' W121°00.23' 012° 20.7 NM to fld. 260/17E.

JACQUELINE COCHRAN RGNL (See PALM SPRINGS)**JACUMBA** (L78) 1 E UTC-8(-7DT) N32°36.95' W116°09.92'

LOS ANGELES

2844 TPA—3644(800) NOTAM FILE SAN

RWY 07-25: 2508X100 (GRVL) S-12

RWY 25: Mountains. Rgt tfc.

AIRPORT REMARKS: Unattended. Wind permitting, recommend land Rwy 07 and dep Rwy 25 due to 480' hill 1 mile east of arpt. International boundary loc 750' south of Rwy 07-25.

COMMUNICATIONS: CTAF 122.9**JOHN WAYNE AIRPORT/ORANGE CO** (See SANTA ANA)

JOINT FORCES TRAINING BASE JFTB (See LOS ALAMITOS AAF)**JOSHUA TREE****ROY WILLIAMS** (L80) 3 NE UTC-8(-7DT) N34°09.25' W116°15.13'

LOS ANGELES

2464 B FUEL 100LL TPA-3464(1000) NOTAM FILE RAL

RWY 06-24: H2493X50 (ASPH) LIRL (NSTD)

RWY 24: Thld dsplcd 177'.

RWY 12-30: 2355X100 (ASPH-DIRT)

RWY 12: Thld dsplcd 305'. Road.

RWY 30: Thld dsplcd 630'. P-line.

AIRPORT REMARKS: Attended continuously. Rwy 06-24 loose rocks and sand on rwy. Arpt advisory mandatory for ngt ldg. Radio ctc recommended before ldg for advisory and altimeter setting. Unlgt'd mountains 2½ miles E 3070' and 3 miles S 3800'. Rwy 12-30 SE end 420' by 50' asph, remainder of rwy dirt. Rwy 12-30 rough surface with steep edges and abrupt transitions at asphalt/dirt section in center of rwy. Rwy 24 NSTD dsplcd thld markings are yellow. Lead-in arrows are missing. Rwy 12 non-standard markings on conc pad adjacent to rwy end. Rwy 30 non-standard number markings on pad left side of rwy 1000' from rwy end. Rwy 06-24 low density lgtg system. ACTIVATE LIRL Rwy 06-24 and rotating bcn-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8**JOTLY** N37°49.90' W121°08.12' NOTAM FILE SCK.

SAN FRANCISCO

NDB (LOM) 271 SC 290° 6.1 NM to Stockton Metropolitan.

JULIAN N33°08.43' W116°35.16' NOTAM FILE SAN.

LOS ANGELES

(L) VORTACW 114.0 JLI Chan 87 047° 15.1 NM to Borrego Valley. 5560/15E. HIWAS.

H-41, L-41

RCO 123.65 (SAN DIEGO RADIO)

KANAN N38°02.79' W122°02.01' NOTAM FILE CCR.

SAN FRANCISCO

NDB (LOM) 335 CC 181° 3.6 NM to Buchanan Fld.

KEARN N39°16.55' W123°14.43' NOTAM FILE UKI.

SAN FRANCISCO

NDB (LOM) 371 UK 151° 9.2 NM to Ukiah Muni.

KERN VALLEY (See KERNVILLE)**KERNVILLE****KERN VALLEY** (L05) 3S UTC-8(-7DT) N35°43.69' W118°25.18'

LOS ANGELES

2614 S2 TPA-3614(1000) NOTAM FILE RIU

L-30, 7B

RWY 17-35: H3500X50 (ASPH) S-12.5

RWY 17: Trees. Rgt tfc.

AIRPORT REMARKS: Attended dalgt hrs. No ngt ops. Fly-in campground on arpt.**COMMUNICATIONS:** CTAF/UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE BFL

SHAFTER (H) VORTACW 115.4 EHF Chan 101 N35°29.07' W119°05.84' 052° 36.2 NM to fld. 548/14E.

HIWAS.

KING CITY

MESA DEL REY (KIC) 1 NE UTC-8(-7DT) N36°13.71' W121°07.28'

SAN FRANCISCO

370 B S4 FUEL 100LL, JET A TPA-1170(800) NOTAM FILE OAK

L-3C

RWY 11-29: H4485X100 (ASPH) S-12 MIRL

RWY 11: Berm.

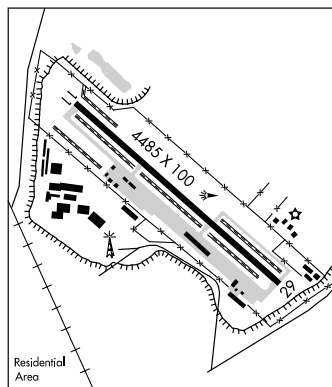
RWY 29: Road.

AIRPORT REMARKS: Attended 1600-0100Z†. Fuel avbl 24 hrs. Svc road within 50' of Rwy 29.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE OAK.

BIG SUR (L) VORTACW 114.0 BSR Chan 87 N36°10.88' W121°38.53' 067° 25.4 NM to fld. 4085/16E.



KINGDON AIRPARK (See LODI)

KLAMATH GLEN

ANDY McBETH (S51) 1 S UTC-8(-7DT) N41°30.72' W123°59.74'

KLAMATH FALLS

42 TPA-1042(1000) NOTAM FILE OAK

RWY 11-29: H2400X50 (ASPH) S-12

RWY 11: Brush. Rgt tfc.

RWY 29: Hill.

AIRPORT REMARKS: Unattended. High mountains and trees surround arpt, mountain flying experience strongly recommended.

COMMUNICATIONS: CTAF 122.9

KNEELAND (See EUREKA)

LAKE BERRYESSA SPB (See NAPA)

LAKE HUGHES N34°40.98' W118°34.62' NOTAM FILE HHR.

LOS ANGELES

(L) VORTACW 108.4 LHS Chan 21 359° 27.9 NM to Tehachapi Muni. 5790/15E.

L-3E, 4G, 7B

VOR unusable: 335°-350° blo 10,000'.

LAKE OROVILLE LANDING AREA SPB (See OROVILLE)

LAKEPORT

LAMPSON FLD (102) 3 S UTC-8(-7DT) N38°59.44' W122°54.04'

SAN FRANCISCO

1379 B S4 FUEL 100LL TPA-2178(800) NOTAM FILE OAK

L-2G

RWY 10-28: H3597X60 (ASPH) S-30 MIRL 0.3% up NW

IAP

RWY 10: Trees. RWY 28: PAPI(P2L)-GA 4.0° TCH 40'. Thld displcd 85'. Road. Rgt tfc.

AIRPORT REMARKS: Attended 1600-0100Z†. ACTIVATE MIRL Rwy 10-28-CTAF.

WEATHER DATA SOURCES: AWOS-2 118.35 (707) 262-0380.

COMMUNICATIONS: CTAF/UNICOM 122.8

OAKLAND CENTER APP/DEP CON 127.8

RADIO AIDS TO NAVIGATION: NOTAM FILE UKI.

MENDOCINO (H) VORTACW 112.3 ENI Chan 70 N39°03.19' W123°16.45' 086° 17.9 NM to fld. 2980/16E. HIWAS.

LAKE TAHOE (See SOUTH LAKE TAHOE)

LAMPSON FLD (See LAKEPORT)

LANCASTER N34°44.47' W118°13.14'

LOS ANGELES

RCO 122.2 (RIVERSIDE RADIO)

L-3E, 4G, 7B

LANCASTER

GENERAL WM. J. FOX AIRFIELD (WJF) 4 NW UTC-8(-7DT) N34°44.46' W118°13.12'

LOS ANGELES

2351 B S4 FUEL 100LL, JET A OX 2 TPA-3151(800) NOTAM FILE WJF

H-41, L-3E, 4G, 7B

RWY 06-24: H7201X150 (ASPH-RFSC) S-50, D-68, 2S-86, 2D-117 MIRL

IAP, AD

RWY 06: REIL. PAPI(P4L)—GA 3.0° TCH 26'.

RWY 24: REIL. PAPI(P4L)—GA 3.0° TCH 26'. Rgt tfc.

AIRPORT REMARKS: Attended continuously. Lgt'd radio towers 4 mi SE. Numerous birds SE of arpt. PAEW adjacent ramp area btn fuel island and terminal bldg. Rwy 24 first 340' of rwy centerline not marked.

WEATHER DATA SOURCES: ASOS (661) 949-2840.

COMMUNICATIONS: CTAF 120.3 ATIS 126.3

UNICOM 122.95

LANCASTER RCO 122.2 (RIVERSIDE RADIO)

® JOSHUA APP/DEP CON 126.1

FOX TOWER 120.3 (1500-0500Z±) GND CON 121.7

AIRSPACE: CLASS D svc 1500-0500Z± other times CLASS E.

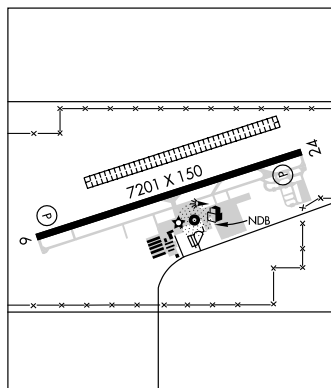
RADIO AIDS TO NAVIGATION: NOTAM FILE PMD.

PALMDALE (H) VORTAC 114.5 PMD Chan 92 N34°37.88'

W118°03.83' 296° 10.1 NM to fld. 2498/15E.

NDB (MHW) 282 GWF N34°44.32' W118°13.01' at fld.

NOTAM FILE WJF. Unmonitored.



LA VERNE

BRACKETT FLD (POC) 1 SW UTC-8(-7DT) N34°05.50' W117°46.91'

LOS ANGELES

1011 B S4 FUEL 100LL, JET A OX 4 TPA-2011(1000) NOTAM FILE POC

COPTER

RWY 08R-26L: H4839X75 (ASPH) S-26 MIRL 0.9% up E

L-3E, 4H, 7C

RWY 08R: REIL. PAPI(P4L)—GA 3.76° TCH 30'. Hiil. Rgt tfc.

RWY 26L: REIL. PAPI(P4L)—GA 3.76° TCH 18'. Thld dsplcd 688'.

Road.

RWY 08L-26R: H3661X75 (ASPH) S-12.5 0.9% up E

RWY 08L: Hiil. RWY 26R: Road. Rgt tfc.

AIRPORT REMARKS: Attended continuously. Rwy 08L-26R CLOSED nights indefinitely. Birds and wildlife invof arpt. Rapidly rising terrain 1 mile west-northwest of arpt. Noise abatement procedures in effect ctc arpt manager 909-593-1395. PAPI Rwy 8R unusable byd 5° left of centerline.

WEATHER DATA SOURCES: LAWRs.

COMMUNICATIONS: CTAF 118.2 ATIS 124.4 (909) 596-1523

UNICOM 122.95

® SOCAL APP/DEP CON 125.5

TOWER 118.2 (1500-0500Z±) GND CON 125.0

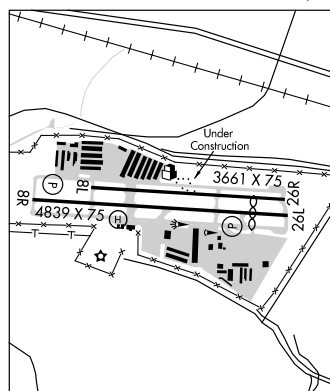
AIRSPACE: CLASS D svc 1500-0500Z± other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE POC.

POMONA (L) VORTAC 110.4 POM Chan 41 N34°04.70'

W117°47.22' at fld. 1273/15E.

ILS 110.5 I-POC Rwy 26L.



HELIPAD H1: H50X50 (ASPH-CONC) LIRL

HELIPORT REMARKS: Pomona Police Department Heliport.

LEE VINING (024) 1 E UTC-8(-7DT) N37°57.47' W119°06.35'

SAN FRANCISCO

6802 B TPA-7602(800) NOTAM FILE RAL

L-9A

RWY 16-34: H4090X50 (ASPH) S-30 LIRL

RWY 16: Thld dsplcd 100'. RWY 34: Thld dsplcd 200'. Rgt tfc.

AIRPORT REMARKS: Unattended. NSTD dsplcd thld markings are yellow. ACTIVATE LIRL Rwy 16-34—CTAF.

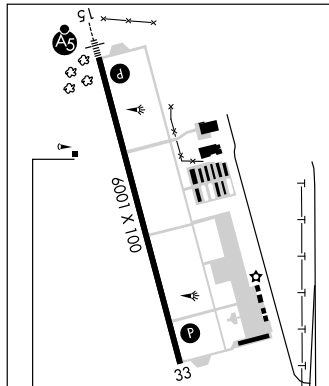
COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE BIH.

BISHOP (T) VORW/DME 109.6 BIH Chan 33 N37°22.62' W118°21.99' 300° 49.5 NM to fld. 4117/15E.

LEMOORE NAS (REEVES FLD) (NLC) NAS 7 W UTC-8(-7DT) N36°19.98' W119°57.12' **SAN FRANCISCO**
 232 B NOTAM FILE NLC Not insp. **H-4H, L-3C**
RWY 14L-32R: H13500X200 (CONC) PCN 51 R/C/W/T HIRL **DIAP, AD**
RWY 14L: OLS. REIL. **RWY 32R:** OLS. REIL.
RWY 14R-32L: H13497X200 (CONC) PCN 56 R/C/W/T HIRL CL
RWY 14R: OLS. REIL. **RWY 32L:** ALSF2. SF. OLS. WAVE-OFF. REIL.
ARRESTING GEAR/SYSTEM
RWY 14L HOOK E28 (1849') **HOOK E28** (1756') **RWY 32R**
RWY 14R HOOK E28 (1600') **HOOK E28** (3495') **RWY 32L**
MILITARY SERVICE: LGT Precision Approach and Landing System unavbl weekends. Rotating bcn not opr when arpt clsd
 Rwy 14L-32R and Rwy 14R-32L portable lgts. Carrier deck lgt Rwy 14L and Rwy 32L. **JASU** 2(GTC-85)
 2(NC-5) 2(NC-8) 1(NCPP-105) **FUEL J5** **FLUID SP PRESAIR OXRB** (LOX avbl Mon-Fri 1600-0000Z± only.)
OIL 0-128-133-156 **TRAN ALERT** Ltd transient svc/maintenance avbl during arpt opr hr. High-speed fuel lanes
 not avbl to transient acft.
MILITARY REMARKS: Attended Mon-Thu 1600-0800Z±, Fri 1600-0200Z±, Sat 1800-0200Z±, Sun 2100-0500Z±. See
 FLIP AP/1 Supplementary Arpt Remark for holiday schedule. Field hrs subject to change via NOTAM. **RSTD** PPR
 DSN 949-1023, C559-998-1023 except AIREVAC. Civilian acft ldg permits required. Prior coordination or flight
 advisory required for AMC and scheduled airlifts. 24 hr prior notice required for acft with hazardous cargo.
CAUTION Bird hazard. High intensity jet opr 25 NM radius 0-15,000' Mon-Fri. Black top areas adjacent to twy and
 hanger for erosion control only, will not support acft. **TFC PAT** Heavy acft executing practice instrument apch
 limited to low apch. Reduced rwy separation standard in effect USN/USMC acft. **MISC** Prior coordination rqr for
 transient practice instrument apch DSN 949-1099, C559-998-1099. Data link frequency 323.5, TRN-28
 monitor system Chan 13.
WEATHER DATA SOURCES: AWOS-3 (C559) 998-2336.
COMMUNICATIONS: ATIS 121.575 267.6
R APP CON 124.1 (N) 118.15 (S) 286.0
TOWER 128.3 340.2 (Rwy 14L, 32L) 360.2 (Rwy 14R, 32R) (Mon-Thu 1600-0800Z±, Fri 1600-0200Z±, Sat
 1800-0200Z±, Sun 2100-0500Z±) **GND CON** 121.65 305.2 **CLNC DEL** 124.1 380.8
R DEP CON 118.15 318.8 (Rwy 14L/R) 124.1 318.8 (Rwy 32L/R)
BASE OPS 299.3 **PSMV METRO** 317.0 **MOA ADVISORY** 134.225 290.325
AIRSPACE: CLASS D svc Mon-Thu 1600-0800Z±, Fri 1600-0200Z±, Sat 1800-0200Z±, Sun 2100-0500Z± other
 times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE NLC.
(H) TACAN Chan 80 NLC (113.3) N36°20.65' W119°57.98' at fld. 229/16E.
 TACAN azimuth unusable:
 180°-200° byd 6 NM blo 6,000' 180°-200° byd 25 NM blo 15,000'
 180°-200° byd 15 NM blo 10,000'
ASR/PAR
COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

LINCOLN RGNL/KARL HARDER FLD (LHM) 3 W UTC-8(-7DT) **SAN FRANCISCO**
 N38°54.55' W121°21.08' **H-3B, L-2G, 3A**
 121 B S4 **FUEL** 100LL, JET A TPA-1121(1000) NOTAM FILE RIU **IAP**
RWY 15-33: H6001X100 (ASPH) S-30, D-60 MIRL
RWY 15: MALSR. PAPI(P4L)—GA 3.0° TCH 44'. Tree.
RWY 33: PAPI(P4R)—GA 3.0° TCH 29'. Trees.
AIRPORT REMARKS: Attended Mon-Fri 1400-0230Z±. For Jet A and
 100LL fuel truck etc (916) 257-4854, 1400-0230Z±. Self svc
 fuel avbl 24 hrs. Parachute Jumping. Rwy 15 calm wind rwy.
 ACTIVATE MIRL Rwy 15-33, MALSR Rwy 15—CTAF. PAPI Rwy 15
 and Rwy 33 turned on during dalgt hrs, after dark
 ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS-3 124.25 (916) 645-0698.
COMMUNICATIONS: CTAF/UNICOM 123.0
R NORCAL APP/DEP CON 125.4
RADIO AIDS TO NAVIGATION: NOTAM FILE MYV.
MARYSVILLE (T) VOR/DME 110.8 MYV Chan 45 N39°05.92'
 W121°34.38' 122° 15.4 NM to fld. 62/16E.
ILS/DME 108.75 I-LHM Chan 24(Y) Rwy 15. Class IT.
 ILS unmonitored.



LINDEN N38°04.48' W121°00.23' NOTAM FILE RIU. **SAN FRANCISCO**
(H) VORTAC 114.8 LIN Chan 95 285° 14.7 NM to Lodi. 260/17E. **H-3B, L-2F, 3B**

LITTLE RIVER (LLR) 3 SE UTC-8(-7DT) N39°15.72' W123°45.22'

SAN FRANCISCO

572 B FUEL 100LL TPA-1572(1000) NOTAM FILE OAK

H-3B, L-2G

RWY 11-29: H5249X100 (ASPH) S-60, D-200, 2D-400 MIRL

RWY 11: Thld dsplcd 193'. Brush.

RWY 29: PAPI(P4L)-GA 3.0° TCH 39'. Trees.

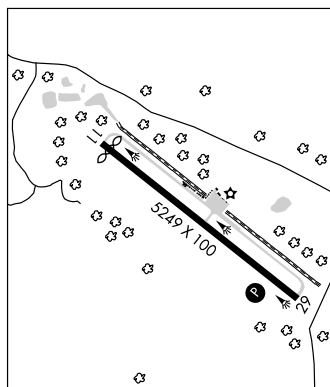
AIRPORT REMARKS: Attended Thu-Mon 1600-0100Z+. For arpt attendant ctc (707) 937-5129. ACTIVATE MIRL Rwy 11-29 and PAPI Rwy 29-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

OAKLAND CENTER APP/DEP CON 132.2

RADIO AIDS TO NAVIGATION: NOTAM FILE UKI.

MENDOCINO (H) VORTACW 112.3 ENI Chan 70 N39°03.19' W123°16.45' 283° 25.6 NM to fld. 2980/16E. HIWAS.



LIVERMORE MUNI (LVK) 3 W UTC-8(-7DT) N37°41.60' W121°49.22'

SAN FRANCISCO

400 B S4 FUEL 100LL, JET A OX 1, 3 TPA-1400(1000) NOTAM FILE LVK

H-3B, L-2F, 3B, A

RWY 07L-25R: H5253X100 (ASPH) S-45, D-60 MIRL 0.5% up E

IAP, AD

RWY 07L: PAPI(P4R)-GA 4.0° TCH 32'. Tree.

RWY 25R: MALSR. VASI(V4L)-GA 3.0° TCH 48'. Trees. Rgt tfc.

RWY 07R-25L: H2699X75 (ASPH) S-12.5 0.6% up E

RWY 07R: Rgt tfc.

AIRPORT REMARKS: Attended 1600-0200Z+. CAUTION—considerable bird activity on and invof arpt. Do not mistake parallel twy N of Rwy 25R-07L as rwy. Noise sensitive areas ¾mile East and 2 miles West of arpt. When twr clsd MIRL Rwy 07L-25R opr low intensity, to increase intensity ACTIVATE 118.1. ACTIVATE MALSR Rwy 25R and twy lgts when twr closed—118.1. PAPI Rwy 07L and VASI Rwy 25R opr continuously.

WEATHER DATA SOURCES: ASOS (925) 606-5412. LAWRS.

COMMUNICATIONS: CTAF 118.1 ATIS 119.65 (925) 447-9516 UNICOM 122.95

Ⓡ NORCAL APP CON 123.85 (07R-25L, 07L-25R)

NORCAL DEP CON 123.85 (07R, 07L) 125.35 (25R, 25L)

TOWER 118.1 (1500-0500Z+) GND CON 121.6

AIRSPACE: CLASS D svc 1500-0500Z+ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE SCK.

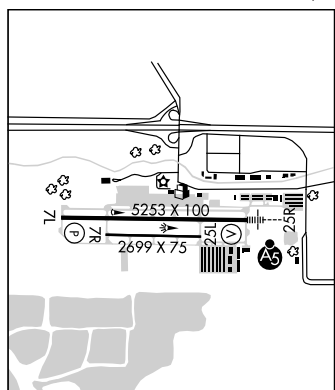
MANTECA (H) VORTAC 116.0 ECA Chan 107 N37°50.02' W121°10.28' 238° 32.0 NM to fld. 48/17E.

REIGA NDB (MHW/LOM) 374 LV N37°41.53' W121°41.05'

255° 6.5 NM to fld. NOTAM FILE LVK.

ILS 110.5 I-LVK RWY 25R. LOM REIGA NDB. Unmonitored when tower clsd.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at tower.



LODI

KINGDON AIRPARK (O2Ø) 4 SW UTC-8(-7DT) N38°05.50' W121°21.56'

SAN FRANCISCO

15 FUEL 100LL TPA-815(800) NOTAM FILE RIU

L-2F, 3A

RWY 12-30: H3705X60 (ASPH) LIRL (NSTD)

RWY 12: Thld dsplcd 295'. Fence.

RWY 30: TRCV(TRIL)-GA 4.5° TCH 16'. Thld dsplcd 490'. Road.

AIRPORT REMARKS: Attended Mon-Fri 1600-0100Z+. Rwy 12-30 NW 1000' rough surface. Acft parked 115' left of Rwy 30 centerline SE end of rwy prior to dsplcd thld. Rwy 12-30 NSTD edge lights 40' from edge of rwy, Rwy 12 lighted thld relocated 295'; Rwy 30 lighted thld relocated 490' for ngt ops. 3215' of Rwy 12-30 usable at ngt. Rwy 12-30 markings extremely faded, Rwy 30 dsplcd thld marked with thld bar only, no numbers, no centerline. For LIRL Rwy 12-30 key 122.8 5 times.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.

LINDEN (H) VORTAC 114.8 LIN Chan 95 N38°04.48' W121°00.23' 257° 16.9 NM to fld. 260/17E.

LODI (103) 4 N UTC-8(-7DT) N38°12.15' W121°16.15'
 60 B S4 **FUEL** 80, 100LL, JET A TPA-860(800) NOTAM FILE RIU
RWY 08-26: H3735X42 (ASPH-TRTD) S-30 LIRL(NSTD)
RWY 08: Thld dsplcd 615'. Pole.
RWY 26: Thld dsplcd 476'. Pole. Rgt tfc.
RWY 12-30: H2073X26 (ASPH-GRVD) S-30
RWY 12: Thld dsplcd 277'. Tree.
RWY 30: Thld dsplcd 101'. Tree.

AIRPORT REMARKS: Attended 1700Z±-dusk. Parachute Jumping.
 Automated credit card fuel system 24 hrs a day. Rwy 08-26 NSTD
 LIRL located 30' from pavement edge. EOR lights located at
 dsplcd thld Rwy 26. Rwy 08 edge lgts extended approximately
 400' W of thld.

COMMUNICATIONS: CTAF 122.9

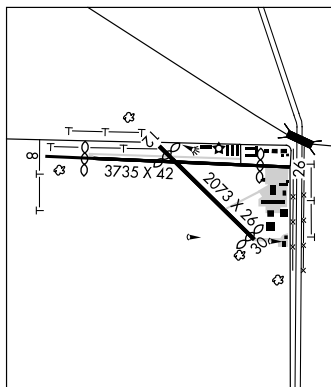
Ⓡ **NORCAL APP CON** 125.1

Ⓡ **NORCAL DEP CON** 125.1 (Southbound) 125.25 (Northbound)

RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.

LINDEN (H) VORTAC 114.8 LIN Chan 95 N38°04.48'
 W121°00.23' 285° 14.7 NM to fld. 260/17E.

SAN FRANCISCO
 L-2F, 3A
 IAP



LODI AIRPARK (L53) 3 SW UTC-8(-7DT) N38°05.05' W121°18.98'

SAN FRANCISCO

25 S2 **FUEL** 100LL TPA-825(800) NOTAM FILE RIU
RWY 07-25: 1875X22 (ASPH)

RWY 07: Road. **RWY 25:** Brush.

AIRPORT REMARKS: Attended Jan-Sep 1200-2300Z±; Oct-Dec Mon-Fri 1400-2300Z±. Ultralights prohibited. 380'
 apron extends east from end of Rwy 25.

COMMUNICATIONS: CTAF 122.9

LOMPOC (LPC) 2 N UTC-8(-7DT) N34°39.94' W120°28.05'

LOS ANGELES

88 B S4 **FUEL** 100LL, JET A OX 1, 3 TPA-901(813) NOTAM FILE LPC

L-3D, 4F, 7A
 IAP

RWY 07-25: H4600X100 (ASPH) S-17 MIRL

RWY 07: Brush.

RWY 25: REIL. VASI(V4L)—GA 3.0° TCH 26'. Trees. Rgt tfc.

AIRPORT REMARKS: Attended 1600-0100Z±. Attended by FBO, phone
 805-717-3558. Fuel avbl 24 hrs, self-service credit card only.
 Parachute Jumping. Model aircraft flying, ultralight and sky diving
 activity invof arpt dalgt hrs Fri-Sun. Deer on and invof arpt.
 ACTIVATE MIRL Rwy 07-25, VASI and REIL Rwy 25—CTAF.

WEATHER DATA SOURCES: AWOS-3 133.875 (805) 735-3075.

COMMUNICATIONS: CTAF/UNICOM 122.7

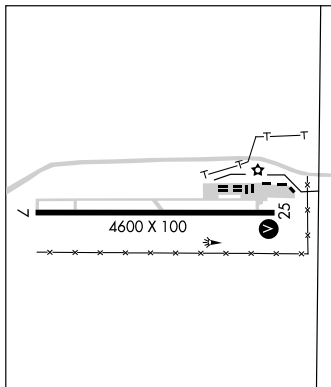
Ⓡ **SANTA BARBARA APP/DEP CON** 124.15 (1400-0700Z±)

Ⓡ **L.A. CENTER APP/DEP CON** 119.05 (0700-1400Z±)

AIRSPACE: CLASS E svc Mon-Fri 1600-0100Z±, clsd Sat-Sun and
 holidays other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE HHR.

GAVIOTA (L) VORTACW 113.8 GVO Chan 85 N34°31.88'
 W120°05.47' 277° 20.3 NM to fld. 2616/16E.



SAN FRANCISCO

L-9A

RWY 16: Tree. RWY 34: Fence. Rgt tfc.

RWY 13 GLIDER: Thld dspld 625'. Trees. Rgt tfc.

RWY 31 GLIDER: Fence.

AIRPORT REMARKS: Attended irregularly. Fuel 100LL avbl 24 hrs by credit card. Jet A from truck 1600-0100Z+. After hrs callout. Pilots be on alert to possible wind shear over trees while on apch Rwy 16 with SE winds 15 knot or greater. Rwy 13-31 Glider restricted to gliders only except PPR-CTAF. Hang glider activity invof arpt. Helicopter tfc apch arpt from E along twy to helipad. Rwy 13 Glider and Rwy 31 Glider no numbers, thlds and dsplcd thld Rwy 13 Glider marked with tires painted white, white R's both ends of rwy left side. Arpt bcn OTS indef.

ACTIVATE MIRL Rwy 16-34 and bcn—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

BISHOP RCO 122.6 (N) (RIVERSIDE RADIO)

RAND MOUNTAIN RCO 122.4 (S) (RIVERSIDE RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE BIH.

BISHOP (T) VORW/DME 109.6 BIH Chan 33 N37°22.62' W118°21.99' 147° 49.6 NM to fld. 4117/15E.

HELIPAD H1: H30X30 (ASPH)

LONG BEACH (DAUGHERTY FLD) (LGB) 3 NE UTC-8(-7DT) N33°49.07' W118°09.10' **LOS ANGELES**

60 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index C NOTAM FILE LGB **COPTER**

RWY 12-30: H1000X200 (ASPH-GRVD) S-30, D-200, 2S-175, 2D-300, 2D/D1-379, **H-41, L-3E, 4G, A**

D2/2D1-379 HIRL CL **IAP, AD**

RWY 12: REIL. VASI(V4L)—GA 3.0° TCH 47'. Thld dsplcd 1350'. Fence. 0.4% down.

RWY 30: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 70'. Thld dsplcd 2000'. Tree. 0.3% up.

RWY 07L-25R: H6192X150 (ASPH-PFC) S-30, D-70, 2S-89, 2D-110 MIRL 0.3% up W

RWY 07L: Thld dsplcd 1305'. Pole.

RWY 25R: REIL. VASI(V4L)—GA 4.0° TCH 70'. Thld dsplcd 531'. Road. Rgt tfc.

RWY 07R-25L: H5423X150 (ASPH) S-30, D-75, 2S-95 HIRL 0.4% up W

RWY 07R: Tower. Rgt tfc. **RWY 25L:** REIL. PAPI(P4L)—GA 4.0° TCH 38'. Thld dsplcd 1520'. Trees.

RWY 16R-34L: H4470X75 (ASPH) S-12.5

RWY 16R: VASI(V4L)—GA 4.0° TCH 36'. Thld dsplcd 310'. Fence. Rgt tfc. **RWY 34L:** Road.

RWY 16L-34R: H3975X75 (ASPH) S-12.5

RWY 16L: Thld dsplcd 415'. Fence.

RWY 34R: Thld dsplcd 1406'. Road. Rgt tfc.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 12	16L-34R	4100
RWY 25R	12-30	3400
RWY 30	07L-25R	5850

RUNWAY DECLARED DISTANCE INFORMATION

RWY 30: TORA-10000 TODA-10000 ASDA-9414 LDA-7424

AIRPORT REMARKS: Attended continuously. All rwys CLOSED 0600-1500Z except Rwy 12-30. Rwy 16L-34R OTS indef. Birds on and invof arpt. Airships moored in infield and operating invof arpt. Rwy 07R lgtd twr 152' AGL 2500' W and 500' S of rwy thld. 6' lgtd chain link fence located 130' S of centerline of Twy F. Fence begins NW corner of twr and extends 400' to W. 11' lgtd fence located 77' south of centerline Twy D at D2. Prior notice requested for military jets and civilian Non-Stage III Jets, etc Noise Abatement 562-570-2635 or frequency 122.85 Mon-Fri 1530-0030Z. Noise limits (decibels single event noise exposure level), Rwy 25R tkf 92.0-ldg 88.0; Rwy 07L tkf 88.0-ldg 92.0; Rwy 25L tkf 95.0 ldg 93.0; Rwy 07R tkf 95.0 ldg 92.0. Rwy 12 and 30 1500-0600Z tkf 102.5 ldg 101.5; 1400-1500Z and 0600-0700Z tkf 90.0 ldg 90.0; 0700-1400Z tkf 79.0 ldg 79.0. Touch and go, stop and go, low apch only permitted 1500-0300Z weekdays and 1600-2300Z weekends and holidays only on Rwy 07L-25R and Rwy 07R-25L unless weather conditions require twr to direct such ops to Rwy 16R-34L and Rwy 16L-34R. Rwy 12-30 maximum ldg weights A-330 347,000 pounds; A-340 379,000 pounds; DC-10-10, DC 10 30/40 and MD-11 379,000 pounds; L-1011 354,000 pounds. Rwy 12-30 maximum tkf weights DC-10 30/40 and MD-11 588,000 pounds; C-17 538,600 pounds. Maximum ldg weight for C-17 at or byd glide slope or rwy aiming point marking 538,600 pounds. Rwy 30 ldg prior to rwy aiming point marking 344,000 pounds. Taxiways D3 and L3 weight limits A-340, DC-10 30/40 and MD-11 541,000 pounds, C-17 450,000 pounds. No twy access to Rwy 07L W of Twy D, 4897' remaining on Rwy 07L from Twy D. Engine run-ups other than preflight are limited to hours of 1500-0500Z weekdays and 1700-0500Z weekends and holidays. REIL Rwy 25L OTS indef. PAPI Rwy 25L OTS indef. ACTIVATE MALSR Rwy 30 when tower clsd—CTAF. Rwy 12-30 HIRL lighted during hours tower clsd. REIL Rwy 12, Rwy 25R, and Rwy 25L, MIRL Rwy 07L-25R, HIRL Rwy 07R-25L, CL TDZL lgts Rwy 12-30 not avbl when ATCT clsd. VASI Rwy 25R and PAPI Rwy 25L opr 1500-0600Z only. VASI Rwy 12 and PAPI Rwy 30 opr continuously. Rwy 30 PAPI lgts will flash to indicate the presence of an acft or vehicle in activation zones; tkf hold position of Rwy 30 (Twy L1/L2 and Twy D1 intersection); mid-field departure position (Twy J, Rwy 16L-34R, Twy C intersection); Twy G intersection.

NOTE: See Special Notices — Air Carrier Operations Vicinity of Long Beach (Daugherty Fld), CA.

WEATHER DATA SOURCES: ASOS (562) 424-0572.

COMMUNICATIONS: CTAF 119.4 ATIS 127.75 (562) 595-8564 **UNICOM** 122.95

Ⓡ **SOCAL APP CON** 124.65

Ⓡ **SOCAL DEP CON** 127.2

LONG BEACH TOWER 119.4 (Rwy 30 apch, Rwy 12 dep) 120.5 (Rwy 12 apch, Rwy 30 dep) (1415-0745Z)

GND CON 133.0 **CLNC DEL** 118.15

AIRSPACE: CLASS D svc 1415-0745Z other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE HHR.

SEAL BEACH (L) VORTACW 115.7 SLI Chan 104 N33°47.00' W118°03.29' 278° 5.3 NM to fld. 23/15E.

HIWAS.

BECCA NDB (LOM) 233 LG N33°45.40' W118°04.64' 301° 5.2 NM to fld.

ILS 110.3 I-LGB Rwy 30. Class IT. LOM BECCA NDB. Unmonitored when twr clsd. MM unmonitored.

HELIPAD H1: H20X20 (ASPH)

HELIPAD H4: H20X20 (ASPH)

HELIPAD H2: H20X20 (ASPH)

HELIPAD H5: H20X20 (ASPH)

HELIPAD H3: H20X20 (ASPH)

HELIPAD H6: H20X20 (ASPH)

HELIPORT REMARKS: Training helipads H1, H2, H3 and H4 located N of Rwy 12-30 midfield between Taxiways G and K.

Training helipads H5 and H6 located south of Rwy 12-30 between Twy D and Twy J for hover work only.

LONNIE POOL FLD/WEAVERVILLE (See WEAVERVILLE)**LOS ALAMITOS AAF** JOINT FORCES TRAINING BASE (JFTB) (SLI)(KSLI) A ARNG (AR) 1 SE **LOS ANGELES**

UTC-8(-7DT) N33°47.40' W118°03.09'

32 B NOTAM FILE SLI Not insp.

COPTER**RWY 04R-22L:** H8001X200 (ASPH-CONC) PCN 36 R/C/W/T HIRL CL

H-41, L-3E, 4H, A

RWY 22L: SALSF. PAPI(P4L)—GA 3.0° TCH 75'.**DIAP, AD****RWY 04L-22R:** H5902X150 (PEM) PCN 36 F/C/W/T MIRL**MILITARY SERVICE:** LGT HIRL elevation 1' and located 5' from edge of rwy. **JASU** 4(E3) 2(AGPU) 2(AM32A-60B without DC power) **FUEL** J8**MILITARY REMARKS:** Sat-Mon 1600-0000Z†, Tue-Fri 1500-0600Z†, closed holidays. **RSTD** PPR ctc afd ops DSN 972-2571, C562-795-2571; <http://www.calguard.ca.gov/SLI>.**NS ABTMT** Procedure in effect. All dep rqr briefings. **MISC** To exceed weight bearing capacity ctc Afd ops. See AP/1 Route and Area Rstd and Supplementary Arpt Remark. Winds are accurate to within +/- 4 knots. **USAR OPS** Opr Mon-Fri 1530-0030Z†, except holidays. DSN 972-2232, C562-795-2232. **ARNG AASF OPS** Opr Mon-Fri, 1530-2330Z†, except holidays. DSN 972-2006, C562-795-2006 <http://www.calguard.ca.gov/aasf1>**COMMUNICATIONS:** ATIS 118.875 379.975® **SOCAL APP/DEP CON** 124.65 316.125**TOWER** 123.85 251.15 Sat-Mon 1600-0000Z†, Tue-Fri 1500-0600Z†, clsd holidays. **GND CON** 126.95257.95 **AFLD OPS ADVSY SVC** 126.2 237.2 **USAR OPS** 139.05 230.9 **ARNG AASF OPS** 233.8 41.5

(Mon and Fri 1530-2330Z†, Tue-Thu 1530-0600Z†, except holidays)

AIRSPACE: CLASS D svc Sat-Mon 1600-0000Z†, Tue-Fri 1500-0600Z†, other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE HHR.**SEAL BEACH (L) VORTACW** 115.7 SLI Chan 104 N33°47.00' W118°03.29' at fld. 23/15E. **HIWAS.****BECCA NDB (LOM)** 233 LG N33°45.40' W118°04.64' 019° 2.4 NM to fld. NOTAM FILE LGB. Unmonitored 0745-1415Z†.**ASR/PAR****COMM/NAV/WEATHER REMARKS:** Radar see Terminal FLIP for Radar Minima.

LOS ANGELES

LOS ANGELES INTL (LAX) 9 SW UTC-8(-7DT) N33°56.55' W118°24.43'

LOS ANGELES

125 B S4 FUEL JET A OX 1, 4 LRA Class I, ARFF Index E NOTAM FILE LAX

COPTER

RWY 07L-25R: H12091X150 (CONC-GRVD) PCN 70 R/A/W/T HIRL CL

H-41, L-3E, 4G, 7B, A

RWY 07L: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 59'. Rgt tfc.

IAP, AD

RWY 25R: MALSR. Thld dspcd 957'. Railroad. 0.3% up.

RWY 07R-25L: H11095X200 (CONC-GRVD) PCN 75 R/A/W/T
HIRL CL

RWY 07R: MALSR. PAPI(P4L)—GA 3.0° TCH 57'. Pole. Rgt tfc.

RWY 25L: ALSF2. TDZL. Railroad. 0.3% up.

RWY 06R-24L: H10285X150 (CONC-GRVD) PCN 70 R/A/W/T
HIRL CLRWY 06R: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 78'. Thld dspcd
331'. Pole.

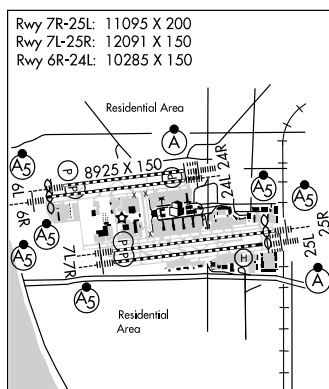
RWY 24L: MALSR. PAPI(P4R)—GA 3.0° TCH 79'. Rgt tfc.

RWY 06L-24R: H8925X150 (CONC-GRVD) PCN 70 R/A/W/T
HIRL CL

RWY 06L: MALSR. PAPI(P4L)—GA 3.0° TCH 77'. Pole.

RWY 24R: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 73'. Sign. Rgt tfc.

AIRPORT REMARKS: Attended continuously. Rwy 25L preferred emerg rwy. Numerous birds on and in/ov airport. Turbulence may be deflected upward from the blast fence 180' E of Rwy 25R. ASDE-X Surveillance System in use: Pilots should operate transponders with Mode C on all twys and rwys. Tom Bradley International Gates: check LAWA (Los Angeles World Airport) rules and regulations for latest operating procedures. Ctc LAX airfield ops (310) 646-4265 for B747-400/B-777-300 and 300ER/A340-600 acft ops restrictions. Practice instrument approaches and touch and go landings are prohibited. Noise sensitive arpt. On westerly tkfs no turns before crossing shoreline. Over-ocean apchs utilized 0800-1430Z. Rwy 24R ALSF2 operates as SSALR till weather goes below VFR. Rwy 25L ALSF2 operates as SSALR until weather goes below VFR. Westbound B747-400 acft on Twy C prohibited from southbound turns onto Twy P. (Twy C-7, C-8, C-9 north of Twy C) and Twy D-7 south of Twy E will not accommodate B747 200 and larger acft. Twy D between Twy D-7 and D-8 (north of terminal one) restricted to B-767-300 and smaller acft. Twy E-17, A340-600, B777-300/300ER acft northbound turn onto Twy E-17 from westbound Twy E prohibited. Twy E, A340-600, B777-300/300ER acft westbound turn onto Twy E from southbound Twy BB prohibited. Twy C-8, A340-600, B777-300/300ER acft prohibited on Twy C-8 between Twy B and Twy C. Twy C-9, A340-600, B777-300/300ER acft prohibited on Twy C-9 between Twy B and Twy C. A-380 ops ctc aftd ops for taxi information. West remote gates: acft use of open gates as taxi path is prohibited (gates 206, 207, 208, 209). A 700'X500' clearway has been reestablished at west end of Rwy 24R. Touchdown, midpoint and rollout runway visual range avbl Rwy 06L, Rwy 24R, Rwy 06R, Rwy 24L, Rwy 07R, Rwy 25L, Rwy 07L, Rwy 25R. Simultaneous acft ops prohibited on Twy T and Twy H9 between Rwy 07L-25R and Rwy 07R-25L. Simultaneous acft ops prohibited on Twy H2 and Twy G between Rwy 07L-25R and Rwy 07R-25L. Overnight storage fee. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Noise Abatement Procedures, Continuous Power Facilities.

WEATHER DATA SOURCES: ASOS (310) 568-1486.**COMMUNICATIONS:** D-ATIS ARR 133.8 D-ATIS DEP 135.65 (310) 646-2297 UNICOM 122.95Ⓡ **SOCAL APP CON** 128.5 (045°-089°), 124.9 (090°-224°), 124.5 (225°-044°) 124.3 (App from west)**TOWER** 133.9 (N. complex), 120.95 (S. complex), 119.8**GND CON** 121.75 (S. complex), 121.65 (N. complex) **CLNC DEL** 121.4 120.35Ⓡ **SOCAL DEP CON** 125.2 (225°-044°) 124.3 (045°-224°) (Dep to west)**AIRSPACE:** CLASS B See VFR Terminal Area Chart.

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RADIO AIDS TO NAVIGATION: NOTAM FILE LAX.

(H) VORTACW 113.6 LAX Chan 83 N33°55.99' W118°25.92' 051° 1.4 NM to fld. 182/15E.

VOR portion unusable:

175°-205° byd 10 NM blo 3,000'.

277°-300° byd 10 NM blo 8,000'

270°-277° byd 25 NM blo 8,000'

277°-300° byd 28 NM blo 12,000'

ILS/DME 108.5 I-OSS Chan 22 Rwy 24R. Class IIIE.

ILS/DME 111.7 I-HQB Chan 54 Rwy 24L. Class IE.

ILS/DME 109.9 I-LAX Chan 36 Rwy 25L. Class IIIE.

ILS/DME 111.1 I-CFN Chan 48 Rwy 25R. Class IE.

ILS/DME 108.5 I-UWU Chan 22 Rwy 06L. Class IE.

ILS/DME 111.7 I-GPE Chan 54 Rwy 06R. Class IE.

ILS/DME 111.1 I-IAS Chan 48 Rwy 07L. Class ID. GS unusable byd 5° right of localizer course.

ILS/DME 109.9 I-MKZ Chan 36 Rwy 07R. Class IT. GS unusable 5° left and 4° right of course. DME unusable byd 15° right of course. Coupled apch not avbl below 264'.

HELIPAD H3: H63X63 (CONC) S-15 LIRL

HELIPORT REMARKS: Helipad H3 ctc twr for tfc pattern.

WHITEMAN (WHP) 1 E UTC-8(-7DT) N34°15.56' W118°24.81'

LOS ANGELES

1003 B S4 FUEL 100LL, Jet A OX 1, 3 TPA-2003(1000) NOTAM FILE WHP

COPTER

RWY 12-30: H4120X75 (ASPH) S-12.5 MIRL 1.0% up NW

L-3E, 4G, 7B, A

RWY 12: REIL. PAPI(P2R)-GA 3.8° TCH 40'. Thld dsplcd 729'. P-line.

IAP, AD

RWY 30: REIL. PAPI(P2L)-GA 3.8° TCH 40'. Thld dsplcd 478'.

P-line. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 12: TORA-3442 TODA-4120 ASDA-3910 LDA-3181

RWY 30: TORA-3191 TODA-4120 ASDA-3940 LDA-3462

AIRPORT REMARKS: Attended continuously. Birds on and in/ovf arpt.

Helicopter ops 2500' MSL (1500' AGL) and below. Arpt CLOSED

to helicopter training/pattern opr 0400-1600Z±. Dirt infield areas. Helicopters advised to use care to prevent blasting dirt and debris onto movement areas.

COMMUNICATIONS: CTAF 135.0 ATIS 132.1 (818)899-9820

UNICOM 122.95

® SOCAL APP/DEP CON 120.4 (VNY 280°-BUR 050°) 134.2 (VNY 160°-VNY 280°)

TOWER 135.0 (1600-0400Z±). GND CON 125.0

AIRSPACE: CLASS D svc 1600-0400Z± other times Class G.

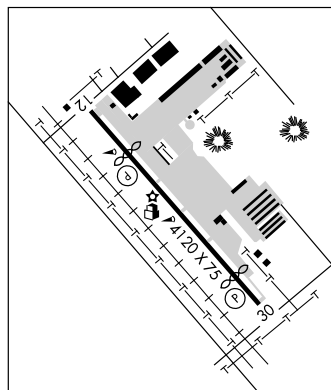
RADIO AIDS TO NAVIGATION: NOTAM FILE VNY.

VAN NUYS (L) VORW/DME 113.1 VNY Chan 78 N34°13.41'

W118°29.50' 046° 4.5 NM to fld. 812/15E.

PACOIMA NDB (MHW) 370 PAI N34°15.58' W118°24.81' at fld. VFR only. NOTAM FILE HHR.

COMM/NAV/WEATHER REMARKS: Whiteman arpt altimeter setting not avbl.



LOS BANOS

LOS BANOS MUNI (LSN) 1 W UTC-8(-7DT) N37°03.83' W120°52.19'

SAN FRANCISCO

121 B S8 FUEL 100LL, JET A TPA-921(800) NOTAM FILE RIU

L-3B

RWY 14-32: H3801X75 (ASPH) S-23 MIRL

IAP

RWY 14: REIL. PAPI(P2L)-GA 3.0° TCH 30'. Tree. Rgt tfc.

RWY 32: REIL. PAPI(P2L)-GA 3.0° TCH 38'. Tree.

AIRPORT REMARKS: Unattended. For cash fuel after hours call 209-827-7070. 24 hour automated fuel avbl with

major credit card. Avoid overflight of houses south of arpt. No departures over housing areas to east of arpt.

MIRL Rwy 14-32 preset low intensity until 0800Z±. To increase intensity and ACTIVATE MIRL Rwy 14-32, REIL

Rwy 14 and Rwy 32, and PAPI Rwy 14 and Rwy 32-CTAF.

WEATHER DATA SOURCES: AWOS-3 118.675 (209) 827-7084

COMMUNICATIONS: CTAF/UNICOM 122.8

PANOCHE RCO 122.1R 112.6T (RANCHO MURIETA RADIO)

® NORCAL APP/DEP CON 120.95

RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.

PANOCHE (L) VORTAC 112.6 PXN Chan 73 N36°42.93' W120°46.72' 332° 21.3 NM to fld. 2060/16E.

SAN LUIS RESERVOIR SPB (ØØØ) 12 W UTC-8(-7DT) N37°03.50' W121°07.56'

SAN FRANCISCO

544 TPA-1344(800) NOTAM FILE RIU

WATERWAY ALL WAY: 15840X13000 (WATER)

SEAPLANE REMARKS: Unattended. Waterway All Way width 13200'. Seaplane ldg area subject to gusty wind conditions.

Spillway and water surface elevations change seasonally and may be as low as 340' MSL.

COMMUNICATIONS: CTAF 122.9

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RADIO AIDS TO NAVIGATION: NOTAM FILE LAX.

(H) VORTACW 113.6 LAX Chan 83 N33°55.99' W118°25.92' 051° 1.4 NM to fld. 182/15E.

VOR portion unusable:

175°-205° byd 10 NM blo 3,000'.

277°-300° byd 10 NM blo 8,000'

270°-277° byd 25 NM blo 8,000'

277°-300° byd 28 NM blo 12,000'

ILS/DME 108.5 I-OSS Chan 22 Rwy 24R. Class IIIE.

ILS/DME 111.7 I-HQB Chan 54 Rwy 24L. Class IE.

ILS/DME 109.9 I-LAX Chan 36 Rwy 25L. Class IIIE.

ILS/DME 111.1 I-CFN Chan 48 Rwy 25R. Class IE.

ILS/DME 108.5 I-UWU Chan 22 Rwy 06L. Class IE.

ILS/DME 111.7 I-GPE Chan 54 Rwy 06R. Class IE.

ILS/DME 111.1 I-IAS Chan 48 Rwy 07L. Class ID. GS unusable byd 5° right of localizer course.

ILS/DME 109.9 I-MKZ Chan 36 Rwy 07R. Class IT. GS unusable 5° left and 4° right of course. DME unusable byd 15° right of course. Coupled apch not avbl below 264'.

HELIPAD H3: H63X63 (CONC) S-15 LIRL

HELIPORT REMARKS: Helipad H3 ctc twr for tfc pattern.

WHITEMAN (WHP) 1 E UTC-8(-7DT) N34°15.56' W118°24.81'

LOS ANGELES

1003 B S4 FUEL 100LL, Jet A OX 1, 3 TPA-2003(1000) NOTAM FILE WHP

COPTER

RWY 12-30: H4120X75 (ASPH) S-12.5 MIRL 1.0% up NW

L-3E, 4G, 7B, A

RWY 12: REIL. PAPI(P2R)-GA 3.8° TCH 40'. Thld dsplcd 729'. P-line.

IAP, AD

RWY 30: REIL. PAPI(P2L)-GA 3.8° TCH 40'. Thld dsplcd 478'.

P-line. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 12: TORA-3442 TODA-4120 ASDA-3910 LDA-3181

RWY 30: TORA-3191 TODA-4120 ASDA-3940 LDA-3462

AIRPORT REMARKS: Attended continuously. Birds on and in/ovf arpt.

Helicopter ops 2500' MSL (1500' AGL) and below. Arpt CLOSED

to helicopter training/pattern opr 0400-1600Z±. Dirt infield areas. Helicopters advised to use care to prevent blasting dirt and debris onto movement areas.

COMMUNICATIONS: CTAF 135.0 ATIS 132.1 (818)899-9820

UNICOM 122.95

® SOCAL APP/DEP CON 120.4 (VNY 280°-BUR 050°) 134.2 (VNY 160°-VNY 280°)

TOWER 135.0 (1600-0400Z±). GND CON 125.0

AIRSPACE: CLASS D svc 1600-0400Z± other times Class G.

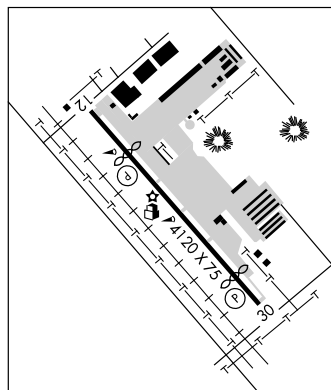
RADIO AIDS TO NAVIGATION: NOTAM FILE VNY.

VAN NUYS (L) VORW/DME 113.1 VNY Chan 78 N34°13.41'

W118°29.50' 046° 4.5 NM to fld. 812/15E.

PACOIMA NDB (MHW) 370 PAI N34°15.58' W118°24.81' at fld. VFR only. NOTAM FILE HHR.

COMM/NAV/WEATHER REMARKS: Whiteman arpt altimeter setting not avbl.



LOS BANOS

LOS BANOS MUNI (LSN) 1 W UTC-8(-7DT) N37°03.83' W120°52.19'

SAN FRANCISCO

121 B S8 FUEL 100LL, JET A TPA-921(800) NOTAM FILE RIU

L-3B

RWY 14-32: H3801X75 (ASPH) S-23 MIRL

IAP

RWY 14: REIL. PAPI(P2L)-GA 3.0° TCH 30'. Tree. Rgt tfc.

RWY 32: REIL. PAPI(P2L)-GA 3.0° TCH 38'. Tree.

AIRPORT REMARKS: Unattended. For cash fuel after hours call 209-827-7070. 24 hour automated fuel avbl with

major credit card. Avoid overflight of houses south of arpt. No departures over housing areas to east of arpt.

MIRL Rwy 14-32 preset low intensity until 0800Z±. To increase intensity and ACTIVATE MIRL Rwy 14-32, REIL

Rwy 14 and Rwy 32, and PAPI Rwy 14 and Rwy 32-CTAF.

WEATHER DATA SOURCES: AWOS-3 118.675 (209) 827-7084

COMMUNICATIONS: CTAF/UNICOM 122.8

PANOCHE RCO 122.1R 112.6T (RANCHO MURIETA RADIO)

® NORCAL APP/DEP CON 120.95

RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.

PANOCHE (L) VORTAC 112.6 PXN Chan 73 N36°42.93' W120°46.72' 332° 21.3 NM to fld. 2060/16E.

SAN LUIS RESERVOIR SPB (ØØØ) 12 W UTC-8(-7DT) N37°03.50' W121°07.56'

SAN FRANCISCO

544 TPA-1344(800) NOTAM FILE RIU

WATERWAY ALL WAY: 15840X13000 (WATER)

SEAPLANE REMARKS: Unattended. Waterway All Way width 13200'. Seaplane ldg area subject to gusty wind conditions.

Spillway and water surface elevations change seasonally and may be as low as 340' MSL.

COMMUNICATIONS: CTAF 122.9

LOST HILLS—KERN CO (L84) 1 NE UTC-8(-7DT) N35°37.49' W119°41.17'

LOS ANGELES

274 TPA—1274(1000) NOTAM FILE RIU

L-3D, 7B

RWY 15-33: H3020X60 (ASPH) S-12

RWY 33: Poles. Rgt tfc.

AIRPORT REMARKS: Unattended. No agriculture flights except by PPR arpt manager 661-391-1800.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.

AVENAL (H) VORTACW 117.1 AVE Chan 118 N35°38.82' W119°58.72' 079° 14.4 NM to fld. 710/16E.

LOST ISLE SPB (See STOCKTON)

MAAGG N33°41.33' W117°51.63' NOTAM FILE SNA.

LOS ANGELES

NDB (LMM) 337 NA at John Wayne Airport/Orange Co. Unmonitored indef.

Unusable 010°-090° byd 10NM blo 6000'.

MADERA MUNI (MAE) 3 NW UTC-8(-7DT) N36°59.32' W120°06.75'

SAN FRANCISCO

255 B S4 FUEL 100LL, JET A OX 3, 4 TPA—1255(1000) NOTAM FILE MAE

H-3B, L-3C

RWY 12-30: H5545X150 (ASPH) S-30 MIRL

IAP

RWY 12: PAPI(P2L)—GA 3.0° TCH 34'. Rgt tfc.

RWY 30: MALS F. PAPI(P2L)—GA 3.0° TCH 34'.

RWY 07-25: H3702X150 (ASPH) S-30

RWY 07: Rgt tfc.

AIRPORT REMARKS: Attended Mon-Fri 1500-0030Z+. Fuel avbl 24 hours with automated credit card. Jet A single point pressure refueling avbl via truck. Parachute Jumping. Ultralight activity on and invov arpt. Rwy 07-25 restricted for agriculture use only. Rwy 12 200'X150' ovrn ASPH. Rwy 30 200'X150' ovrn ASPH. ACTIVATE MIRL Rwy 12-30 PAPI Rwy 12 and Rwy 30 and MALS F Rwy 30 and wind tee—CTAF.

WEATHER DATA SOURCES: ASOS 134.725 (559) 674-1781.

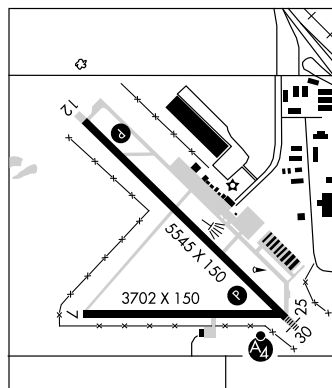
COMMUNICATIONS: CTAF/UNICOM 122.8

® FRESNO APP/DEP CON 119.45

RADIO AIDS TO NAVIGATION: NOTAM FILE FAT.

CLOVIS (H) VORTAC 112.9 CZQ Chan 76 N36°53.06'

W119°48.91' 279° 15.6 NM to fld. 360/15E.



MAMMOTH LAKES

MAMMOTH YOSEMITE (MMH) 6 E UTC-8(-7DT) N37°37.44' W118°50.33'

SAN FRANCISCO

7135 B S8 FUEL 100LL, JET A OX 1 TPA—8007(872) Class I, ARFF Index B

H-3C, L-SA

NOTAM FILE MMH

IAP

RWY 09-27: H7000X100 (ASPH-GRVD) S-85, D-115 PCN 30 F/B/X/T MIRL 1.0% up W

RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 45'. Tree. Rgt tfc.

AIRPORT REMARKS: Attended 1600-0300Z+. 100LL fuel avbl 24 hours, card lock system. Ngt flying not recommended without knowledge of local terrain. No snow removal during night time hrs. CLOSED to air carrier ops with more than 30 passenger seats except 24 hour PPR call arpt manager 760-934-3813. Ridge 3 miles from apch end Rwy 09. Ridge at Rwy 27 is 304' above rwy and 1200' north of centerline with hazard beacons. 33' pole located 400' west of apch end of Rwy 27 and 375' south of Rwy 27 centerline. Arpt located in mountainous terrain with occasional strong winds and turbulence. Lgtd windsock avbl at rwy ends and centerfield. With southerly crosswinds in excess of 15 knots, expect turbulence and possible windshear along first 3000' of Rwy 27. Noise abatement: acft arriving from the south, or departing to the south remain east of highway 395. ACTIVATE MIRL Rwy 09-27 and REIL Rwy 27—CTAF. Ldg fee.

WEATHER DATA SOURCES: AWOS-3 118.05 (760) 934-6020.

COMMUNICATIONS: CTAF/UNICOM 122.8

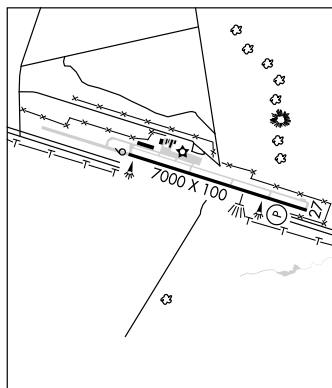
MAMMOTH RCO 122.15 (RIVERSIDE RADIO)

OAKLAND CENTER APP/DEP CON 125.75

AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION: NOTAM FILE BIH.

BISHOP (T) VORW/DME 109.6 BIH Chan 33 N37°22.62' W118°21.99' 288° 27.0 NM to fld. 4117/15E.



MANTECA N37°50.02' W121°10.28' NOTAM FILE SCK. **SAN FRANCISCO**
(H) VORTAC 116.0 ECA Chan 107 302° 4.8 NM to Stockton Metro. 48/17E. **H-3B, L-2F, 3B**
 VOR unusable:
 015°-025° byd 5 NM 126°-180°
 032°-034° byd 10 NM 200°-224°
 055°-065° 251°-254°
 075°-090° byd 5 NM 300°-310° byd 9 NM
 115°-125° byd 9 NM 345°-360° byd 10 NM.
RCO 122.0 (RIVERSIDE RADIO)

MARCH ARB (See RIVERSIDE)

MARINA MUNI (OAR) 2 E UTC-8(-7DT) N36°40.89' W121°45.70' **SAN FRANCISCO**
 137 B S6 **FUEL** A, 100LL TPA-1137(1000) NOTAM FILE OAK Not insp. **L-3B**
RWY 11-29: H3483X75 (ASPH) S-20, D-50 MIRL **IAP**
RWY 29: Rgt tfc.
AIRPORT REMARKS: Attended 1600-0100Z±. Fuel avbl 24 hours, by credit card lock system. Parachute Jumping.
 Wildlife invof Rwy 11-29. Ultralight and skydiving activity on and invof arpt. Skydiving activity on SE side of arpt.
 Rwy 29 calm wind rwy. Depart Rwy 29 execute 45° rgt turn to avoid overflight of noise sensitive residential area.
 ACTIVATE MIRL Rwy 11-29-CTAF.
WEATHER DATA SOURCES: AWOS-3 134.025 (831) 384-2967. Plus precipitation and thunderstorm.
COMMUNICATIONS: CTAF/UNICOM 122.7
(R) NORCAL APP/DEP CON 133.0 (360°-150°)
SALINAS (H) VORTACW 117.3 SNS Chan 120 N36°39.83' W121°36.19' 261° 7.7 NM to fld. 101/17E.
HIWAS.

MARIPOSA-YOSEMITE (MPI) 4 W UTC-8(-7DT) N37°30.65' W120°02.37' **SAN FRANCISCO**
 2254 B S4 **FUEL** 100LL TPA-3254(1000) NOTAM FILE RIU **L-3B, 9A**
RWY 08-26: H3306X60 (ASPH) S-12 MIRL 0.9% up W **IAP**
RWY 08: PAPI(P2L)-GA 4.0° TCH 37'. Tree. Rgt tfc. **RWY 26:** PAPI(P2L)-GA 4.5° TCH 40'. Tree.
AIRPORT REMARKS: Attended Apr-Nov 1600-0100Z±, Dec-Mar 1700-0000Z±. Rwy 08 terrain drops along both sides
 of twy 45' from rwy edge. ACTIVATE MIRL Rwy 08-26-CTAF. PAPI Rwy 08 and PAPI Rwy 26 opr continuously.
 Limited parking weekends and holidays.
WEATHER DATA SOURCES: AWOS-3 135.6 (209) 966-2912.
COMMUNICATIONS: CTAF/UNICOM 122.7
(R) OAKLAND CENTER APP/DEP CON 121.25
RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.
FRIANT (L) VORTACW 115.6 FRA Chan 103 N37°06.27' W119°35.73' 302° 32.3 NM to fld. 2380/17E.
HIWAS.

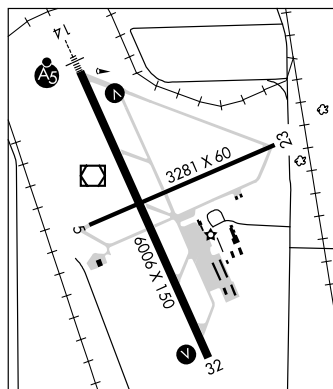
MARKLEEVILLE

ALPINE CO (M45) 3 N UTC-8(-7DT) N38°44.09' W119°45.98' **SAN FRANCISCO**
 5867 TPA-6667(800) NOTAM FILE RNO **L-9A**
RWY 17-35: H4443X50 (ASPH)
RWY 17: Hill. **RWY 35:** Rgt tfc.
AIRPORT REMARKS: Unattended. No snow removal, arpt CLOSED when snow on rwy. Soil conditions off rwy is poor in
 wet conditions. Call public works for additional information 530-694-2140 extension 0. Large stones along
 edge of rwy off graded surface. Rwy 17-35 ltd by arpt opr to 4,800 lbs single wheel, 9,600 lbs dual wheel.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE RNO.
MUSTANG (H) VORTACW 117.9 FMG Chan 126 N39°31.88' W119°39.37' 170° 48.0 NM to fld. 5949/16E.

MARYSVILLE N39°05.92' W121°34.38' NOTAM FILE MYV. **SAN FRANCISCO**
(T) VOR/DME 110.8 MYV Chan 45 at Yuba Co. 62/16E. **L-2G, 3A**
RCO 122.6 122.1R 110.8T (RANCHO MURIETA RADIO)

MARYSVILLE**YUBA CO** (MYV) 3 SE UTC-8(-7DT) N39°05.87' W121°34.19'**SAN FRANCISCO**64 B S3 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE MYV**H-3B, L-26, 3A****RWY 14-32:** H6006X150 (ASPH) S-75, D-100, 2S-127, 2D-150 HIRL**IAP****RWY 14:** MALS. REIL. VASI(V4L)—GA 3.0° TCH 50'. Tree.**RWY 32:** VASI(V4L)—GA 3.0° TCH 32'. Pole.**RWY 05-23:** H3281X60 (ASPH) S-42, D-60, 2D-95**RWY 05:** Railroad.**RWY 23:** Tree.

AIRPORT REMARKS: Attended 1400-0200Z+. All acft enter tfc pattern at 1000' AGL except turbined-powered or large airplanes at 1500' AGL. Migratory flocks of waterfowl invof arpt during the spring and fall of the year. Rwy 23 +35' p-lines 900'-1050' from rwy end running 145' left to 210' rgt. Rwy 05-23 has a 210' paved safety area on SW end and 509' paved safety area on NE end. TPA—1064(1000). All acft enter tfc pattern at 1064(1000) except turbine-powered or large airplanes at 1564(1500).
ACTIVATE HIRL Rwy 14-32, VASI Rwy 14 and Rwy 32, MALS Rwy 14—CTAF.

WEATHER DATA SOURCES: ASOS 118.475 (530) 742-0695.**COMMUNICATIONS:** CTAF/UNICOM 123.05**MARYSVILLE RCO** 122.6 122.1R 110.8T (RANCHO MURIETA RADIO)**® NORCAL APP/DEP CON** 125.4**RADIO AIDS TO NAVIGATION:** NOTAM FILE MYV.**MARYSVILLE (T) VOR/DME** 110.8 MYV Chan 45 N39°05.92' W121°34.38' at fld. 62/16E.**ILS** 110.5 I-MYV Rwy 14 Class IT. ILS unmonitored. Auto pilot coupled apch not applicable below 576' (1.3 NM from thld).**MAXWELL** N39°19.06' W122°13.29' NOTAM FILE RIU.**SAN FRANCISCO**(L) **VORTAC** 110.0 MXW Chan 37 343° 11.9 NM to Willows—Glenn Co. 110/18E.**L-2G****RCO** 122.1R 110.0T (RANCHO MURIETA RADIO)**McCLELLAN AIRFIELD** (See SACRAMENTO)**McCLELLAN-PALOMAR** (See CARLSBAD)**MEADOWS FLD** (See BAKERSFIELD)**MEFFORD FLD** (See TULARE)**MENDOCINO** N39°03.19' W123°16.45' NOTAM FILE UKI.**SAN FRANCISCO**(H) **VORTACW** 112.3 ENI Chan 70 022° 5.5 NM to Ukiah Muni. 2980/16E. **HIWAS.****H-3A, L-2G****MENDOTA****WILLIAM ROBERT JOHNSTON MUNI** (M90) 0 E UTC-8(-7DT) N36°45.52' W120°22.28'**SAN FRANCISCO**

162 TPA—1162(1000) NOTAM FILE RIU

L-3C**RWY 15-33:** H3499X50 (ASPH) S-12.5**RWY 33:** Thld dsplcd 777'. Bldg. Rgt tfc.**AIRPORT REMARKS:** Unattended. Arpt CLOSED ngts.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE RIU.**PANOCHÉ (L) VORTAC** 112.6 PXN Chan 73 N36°42.93' W120°46.72' 066° 19.8 NM to fld. 2060/16E.

MERCED**CASTLE** (MER) 7 NW UTC-8(-7DT) N37°22.83' W120°34.09'

SAN FRANCISCO

191 B FUEL 100LL, JET A TPA—See Remarks NOTAM FILE MER

H-3B, L-3B

RWY 13-31: H11802X150 (ASPH-CONC) S-155, D-200, 2S-175, 2D-415, 2D/2D2-720 HIRL IAP, AD

RWY 13: ALSF1. PAPI (P4L)—GA 3.0° TCH 75'.

RWY 31: ALSF1. PAPI(P4L)—GA 3.0° TCH 75'. Rgt tfc.

AIRPORT REMARKS: Attended 1700-0200Z†. For arpt info 209-385-7686. For fuel 0200-1700Z† call 209-725-1455. Rwy 31 will be the designated calm wind rwy (wind 5 Kts or less). Opposite end of rwy not visible on tkf. Rwy 13-31 1,000' paved blast pad both ends of rwy. When twr is clsd opposite direction tkfs and ldgs are not authorized. Civilian and military training may occasionally cause pattern congestion. When twr is clsd maximum of 5 acft permitted in VFR traffic pattern at any one time and 2,000' ceiling and 3 miles visibility recommended. TPA—1191(1000), turbine and large acft 1691(1500). Rwy 13-31 180° turns prohibited. ALSF1 Rwy 31 sequenced flashing lgts OTS indef. When twr is clsd ACTIVATE HIRL Rwy 13-31, ALSF1 Rwy 13 and Rwy 31—frequency 123.000, 3 clicks on, 5 clicks increase intensity, 7 clicks off. PAPI Rwy 13 and PAPI Rwy 31 opr continuously.

WEATHER DATA SOURCES: AWOS-3 124.475 (209) 725-0104.**COMMUNICATIONS:** CTAF 118.175 ATIS 124.475 UNICOM 122.95

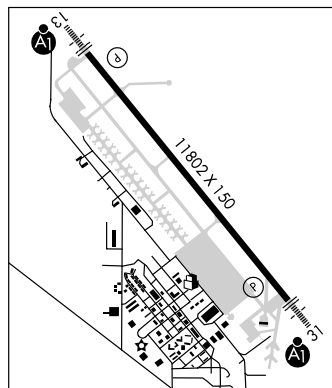
® NORCAL APP/DEP CON 120.95

TOWER 118.175 (1500-0500Z†) GND CON 133.575

AIRSPACE: CLASS D svc 1500-0500Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCE.

EL NIDO (L) VOR/DME 114.2 HYP Chan 89 N37°13.17' W120°24.01' 305° 12.6 NM to fld. 183/15E.

ILS/DME 109.5 I-MER Rwy 31. LOC unusable byd 25° both sides of course.

**MERCED RGNL/MACREARY FLD** (MCE) 2 SW UTC-8(-7DT) N37°17.09' W120°30.84'

SAN FRANCISCO

155 B S4 FUEL 100LL, JET A ARFF Index—See Remarks NOTAM FILE MCE

H-3B, L-3B

RWY 12-30: H5914X150 (ASPH-PFC) S-30, D-100, 2S-175, 2D-155 HIRL IAP

RWY 12: REIL. VASI(V4L)—GA 3.0° TCH 47'. Pole. Rgt tfc.

RWY 30: MALSR. PAPI(P4L)—GA 3.0° TCH 54'. P-line.

AIRPORT REMARKS: Attended 1300-0600Z†. For fuel after hours call 209-722-6300. Class II, ARFF Index A. ARFF Index B 24 hrs PPR. Be alert for extensive student training within 10 NM radius of arpt. Two-way radio communication recommended. Rwy 30 preferred wind rwy. Noise abatement procedures in effect, recommend acft remain east/west of City of Merced at alt blo 3,000' MSL. Departing tfc Rwy 12 no left turns over city until reaching 3,000' MSL. Avoid right turns which will position acft over city. PPR 24 hrs for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 209-385-6873. ACTIVATE MALSR Rwy 30 and HIRL Rwy 12-30—CTAF. VASI Rwy 12 and PAPI Rwy 30 op continuously.

WEATHER DATA SOURCES: ASOS 132.175 (209) 381-0926.**COMMUNICATIONS:** CTAF/UNICOM 122.7

® NORCAL APP/DEP CON 120.95

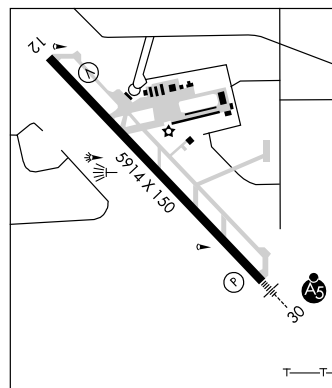
AIRSPACE: CLASS E svc 1600-0100Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE MOD.

MODESTO (H) VOR/DME 114.6 MOD Chan 93 N37°37.64' W120°57.47' 117° 29.5 NM to fld. 90/17E.

EL NIDO (L) VOR/DME 114.2 HYP Chan 89 N37°13.17' W120°24.01' 291° 6.7 NM to fld. 183/15E.

NOTAM FILE MCE.

ILS/DME 109.3 I-MCE Chan 30 Rwy 30. Class IE. ILS unmonitored 0100-1600Z†. Auto coupled apch non-applicable blo 585'.

**MESA DEL REY** (See KING CITY)**METRE** N38°47.70' W121°35.96' NOTAM FILE SMF.

SAN FRANCISCO

NDB (LOM) 230 SM 159° 6.0 NM to Sacramento Intl.

METROPOLITAN OAKLAND INTL (See OAKLAND)

MIRAMAR MCAS

(NKX)(KNKX)

MC

3 N

UTC-8(-7DT)

N32°52.10' W117°08.50'

LOS ANGELES

477

B

NOTAM FILE NKX

Not insp.

H-41, L-4H

RWY 06L-24R:

H12000X200 (CONC)

PCN 66 R/B/W/T

HIRL

CL

DIAP, AD

RWY 06L:

OLS. PAPI(P4L)—GA 3.0° TCH 52'.

0.4% up.

RWY 24R:

ALSF1. OLS. PAPI(P4L)—GA 3.0° TCH 55'.

RWY 06R-24L:

H8001X200 (PEM)

PCN 62 R/B/W/T

HIRL

RWY 06R:

OLS. PAPI(P4L)—GA 3.0° TCH 55'.

0.6% up.

RWY 24L:

OLS. PAPI(P4L)—GA 3.0° TCH 47'.

RWY 10-28:

H2802X200 (CONC)

PCN 64 R/B/W/T

HIRL

0.4% up SW

RWY 28:

OLS.

ARRESTING GEAR/SYSTEM

RWY 06L

HOOK E28(B) (2490')

HOOK E28(B) (2300')

RWY 24R

RWY 06R

HOOK E28(B) (1052')

HOOK E28(B) (2301')

RWY 24L

HOOK E28(B) (2098' OVRN)

RWY 28

MILITARY SERVICE:

LGT ACTIVATE HIRL, centerline lgts Rwy 06L-24R and ALSF1, PAPI Rwy 06L-24R on 298.925 or 133.475. PAPI Rwy Reference Point not coincidental with PAR Rwy 24L. PAPI units for Rwy 06R and Rwy 06L are optimized for height group 2 type acft.

A-GEAR Short fld A-gear Rwy 24R normal de-rigged.

JASU (A/M47A-4) (NC-10A1) (NC-10C)

FUEL J5

FLUID SP LHOX LOX

OIL O-148-156

TRAN ALERT No

shuttle svc avbl. All VIP acft ctc Afld OPS on PTD 15 min prior to arrival. No AMC fleet svc avbl. ALCE team rqr for all AMC fit. Limited transient svc, no tie-down, oil/laboratory analysis or transient maintenance svc avbl.

MILITARY REMARKS:

Opr Mon-Thu 1530-0800Z‡, Fri 1530-0200Z‡, Sat CLOSED, Sun 2200-0200Z‡. Fld CLOSED national holidays and national holiday weekends. See FLIP/AP/1 Supplementary Arpt Remarks. RSTD PPR for all tran acft ctc Visiting Acft Line DSN 267-4284/4285, C858-577-4284/4285 (PPR rstd to 30 min before/after approved time, PPR not valid outside of this window and must be re-coordinated prior to arrival). Prior coordination rqr for AMC/NALO mission with Afld OPS DSN 267-4419/4277, C858-577-4419/4277. After normal working hrs ctc DSN 267-4028/4029/4277, C858-577-4028/4029/4277. 24 hr prior notice for acft with haz cargo. All acft detachments will rqr a host unit and Station Commander approval 90 days prior. For staging (local training flt) or VIP acft ctc Visiting Acft Line DSN 267-4284/4285, C858-577-4284/4285. All acft detachments will require a host unit and Station Commander approval 90 days prior. CAUTION High mid-air potential, exercise extreme vigilance. Water on the rubber build-up areas of the rwy may produce poor traction and/or breaking action and standing water on rwy may produce hydroplaning condition. Extensive general aviation traffic all altitudes, all directions near afld. High volume civilian VFR traffic along coast W of airfield. All acft arr/dep VFR via corridor rules to/from coastline are advised to exercise extreme caution to avoid hang glider activity near Torrey Pines golf course. NKX R-280/5 DME. TFC PAT Reduced rwy separation standards in effect USN/USMC acft opr on parallel rwy 700' apart. Multi practice apch Rwy 06L and Rwy 06R not authorized. Radar vectors to final apch, expect steep descent. Rwy 10 not avbl and Rwy 28 emerg use only. NS ABTMT Strictly enforced, mandatory procedure and course rules. All transient acft must review and sign Noise Abatement form with flt planning. MISC Ordinance, live or inert, not permitted to remain on RON transient acft.

COMMUNICATIONS:

SFA ATIS 352.0

PTD 335.625

R

SOCAL APP CON 132.2 269.1 288.325 (288.325 Acft depart W-291 for NKX arrival)

TOWER 135.2 298.925 340.2 (Mon-Thu 1530-0800Z‡, Fri 1530-0200Z‡, Sat clsd, Sun 2200-0200Z‡. Fld CLOSED national holidays and national holiday weekends. GND CON 128.625 307.325 CLNC DEL 125.975 254.325

R

SOCAL DEP CON 119.6 363.1 (West) 132.2 269.1 (East)

PMSV METRO 342.4

AIRSPACE:

CLASS B See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION:

NOTAM FILE SAN.

(L) TACAN Chan 33 NKX (109.6) N32°52.18' W117°09.29' at fld. 430/15E.

ILS 111.15 I-NKX Rwy 24R. Radar required.

ASR/PAR

COMM/NAV/WEATHER REMARKS:

Radar see Terminal FLIP for Radar Minima.

MIRO FLD (See RIALTO MUNI)

MISSION BAY		N32°46.93' W117°13.53'	NOTAM FILE SAN.	LOS ANGELES
(H) VORTACW	117.8 MZB	Chan 125	050°4.8 NM to Montgomery Fld. 12/15E.	H-41, L-4H
VOR unusable:				
090°-100° byd 28 NM		190°-219° byd 20 NM		
100°-130° byd 17 NM		308°-350° byd 20 NM blo 8,000'		
130°-190° byd 14 NM				
DME unusable:				
310°-350° byd 20 NM blo 6000'		310°-350° byd 30 NM blo 10,000'		

MODESTO CITY-CO-HARRY SHAM FLD (MOD) 2 SE UTC-8(-7DT)

SAN FRANCISCO

H-3B, L-2F, 3B

IAP, AD

N37°37.55' W120°57.27'

97 B S4 **FUEL** 100LL, JET A, A1 + OX 1, 2 Class II, ARFF Index A NOTAM FILE MOD**RWY 10L-28R:** H5911X150 (ASPH-GRVD) S-60, D-200, 2S-175,

2D-350 HIRL 0.3% up W

RWY 10L: REIL. VASI(V4L)—GA 3.0° TCH 50'. Tree.**RWY 28R:** MALSR. Road. Rgt tfc.**RWY 10R-28L:** H3459X100 (ASPH) S-30 MIRL 0.4% up W**RWY 10R:** PAPI(P2L)—GA 3.5° TCH 40'. Tree. Rgt tfc.**RWY 28L:** PAPI(P2L)—GA 3.0° TCH 29'. Tree.

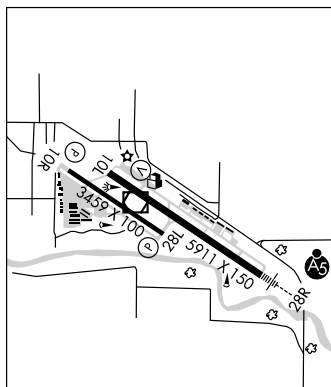
AIRPORT REMARKS: Attended continuously. Rwy 10R-28L CLOSED to acft over 12,500 lbs. gross weight. Birds on and in vicinity of arpt. PPR 48 hours for air carrier operations with more than 30 passenger seats 1600-0100Z± weekdays call arpt manager 209-577-5318. Overnrgt tiedown fee. For noise abatement turbo-jets discontinue ops 0800-1300Z± and park on NE ramp. Noise abatement procedures, pilots are requested to use lighted rwy only. All pure jet and large acft limited to parking and svc at NE ramp only. Rwy 10R-28L not certificated in accordance with FAR-139. MIRL Rwy 10R-28L and PAPI Rwy 10R and 28L unavailable when tower closed. ACTIVATE HIRL Rwy 10L-28R and MALSR Rwy 28R and REIL Rwy 10L—CTAF.

WEATHER DATA SOURCES: ASOS 127.7 (209) 572-0914 (0500-1500Z±). LAWRS (1500-0500Z±).**COMMUNICATIONS:** CTAF 125.3 ATIS 127.7 UNICOM 122.95

RCO 122.1R 114.6T (RANCHO MURIETA RADIO)

® **NORCAL APP/DEP CON** 120.95 (East and South) 123.85 (West) 125.1 (North)**TOWER** 125.3 (1500-0500Z±) **GND CON** 121.7**AIRSPACE:** CLASS D svc 1500-0500Z± other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE MOD.

(H) VOR/DME 114.6 MOD Chan 93 N37°37.64' W120°57.47' at fld. 90/17E.

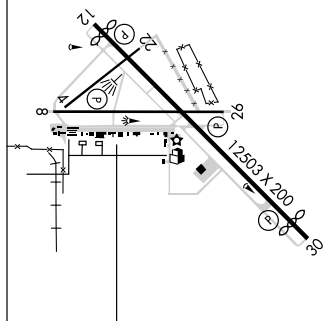
WOWAR NDB (LOM) 367 MO N37°34.39' W120°51.31' 288° 5.7 NM to fld.**ILS** 111.9 I-MOD Rwy 28R. Class IB. LOM WOWAR NDB. Unmonitored when twr closed. MM OTS indef. GS unusable for autocoupled apch blo 660' MSL.**COMM/NAV/WEATHER REMARKS:** Aviation weather available when tower opr, call 209-526-4555.

MOFFETT FEDERAL AIRFIELD (NUQ)(KNUQ) NASA (ANG) 3 N UTC-8(-7DT) **SAN FRANCISCO**
 N37°24.97' W122°02.95'
 32 B TPA—See Remarks NOTAM FILE NUQ Not insp.
RWY 14L-32R: H9202X200 (CONC) S-64, D-110, 2S-144, 2T-390, 2D/D1-410, C5-528 HIRL CL
RWY 14L: TDZL. PAPI(P4L)—GA 3.0° TCH 52'. 0.3% up.
RWY 32R: ALSF1. TDZL. PAPI(P4L)—GA 3.0° TCH 52'.
RWY 14R-32L: H8127X200 (ASPH) S-82, D-142, 2S-175, 2D-300, 2D/2D2-609, C5-814 HIRL
RWY 14R: 0.4% up. **RWY 32L:** Thld dsplcd 605'.
MILITARY SERVICE: LGT When twr clsd, ACTIVATE HIRL Rwy 14L-32R and ALSF1 Rwy 32R—CTAF. **JASU** (AM32A-60) (AM32A-86). **FUEL** J8 Mon-Fri 1700-0200Z†, ltd svc weekend call 650-965-3400. **FLUID** SP LOX Ltd avbl
OIL O-117-133-148-156. **TRAN ALERT** Ltd gnd support equipment avbl. Ltd terminal svc avbl.
MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remarks. **RSTD** PPR NASA Base OPS opr 1430-0630Z†, DSN 359-9213/14, C650-603-9213/4. Recommend Standard Instrument Departure, expect delay for radar vectors. Twy C clsd during dalgt hrs. **CAUTION** Possible strong updraft vicinity NASA/AMES wind tunnel located W side of afld. Rwy 14R-32L prefer rwy for ldg heavy weight acft unless IFR cond exist at fld. Bird Hazard. **TFC PAT** TPA-1000(968) Rwy 14L/R, 1500(1468) Rwy 32L/R. Minimum altitude 75' AGL over highway at S boundary. Ltd transient practice apch/touch-and-go. Transient jet practice apch/touch-and-go rqr arpt manager approval.
NS ABTMT No jet dep Rwy 14L/R between hrs of 0700-1300Z†. **CSTMS/AG/IMG** Customs, Agriculture, Immigration avbl only by prior notice Mon-Fri 1700-0100Z† except holidays. **MISC** Acft rqr support svc must be sponsored by resident/tenant activity. Update ETA +15 minutes at least 2 hr prior arr. Twr frequency monitor by NASA Fire/Security. Flight plan svc provided by Base OPS. **ANG** Opr Mon-Thu 1330-2400Z†. Ops DSN 359-9357, C650-603-9357. Comd Post DSN 359-9333, Comd Post 650-603-9333. All ANG C130 and H60 acft ctc 129th OSF/OSA for ramp/rstd area access and parking. Ltd fuel and maintenance svcs. No passenger, lodging or transportation svcs avbl. Tran acft parking ltd ctc 129th OSF/OSA DSN 359-9357 for access.
WEATHER DATA SOURCES: ASOS 124.175 283.0 (C650) 604-1529.
COMMUNICATIONS: SFA CTAF 119.55 ATIS 124.175 283.0
 (R) **NORCAL APP CON** 120.1 133.95 134.5 135.2 290.25 317.6 338.2
TOWER 119.55 340.2 346.25 (1500-0700Z†) **GND CON** 121.85 336.4 **CLNC DEL** 380.8
 (R) **NORCAL DEP CON** 120.1 135.65 270.35 310.8
BASE OPS 251.7 **ANG** 390.9 5711 (Opr 1400-2330Z†. SQ OPS call MOFFETT RESCUE. 5711 Upper Side Band)
AIRSPACE: CLASS D svc 1500-0700Z†, other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE OAK.
WOODSIDE (L) VORTACW 113.9 OSI Chan 86 N37°23.55' W122°16.88' 066° 11.2 NM to fld. 2270/17E.
(L) TACAN Chan 123 NUQ (117.6) N37°25.94' W122°03.45' 140° 1.1 NM to fld. 4/17E.
 TACAN unusable:
 040°-095° byd 20 NM blo 5,500' 150°-280° byd 10 NM blo 3,500'
 130°-150° byd 20 NM blo 4,000' 340°-040° byd 35 NM blo 5,500'
ILS 110.35 I-NUQ Rwy 32R. Unmonitored 0700-1500Z†. Radar or DME required.
ILS/DME 110.35 I-MNQ Rwy 14L. LOC only. LOC unusable byd 25° rgt side of course. Unmonitored 0700-1500Z†. Radar required for holding.

MOJAVE (MHV) 1 E UTC-8(-7DT) N35°03.52' W118°09.03'
 2801 B S4 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE MHV
RWY 12-30: H12503X200 (ASPH) S-120, D-150, 2D-450 HIRL
RWY 12: REIL. PAPI(P4L)—GA 3.0° TCH 68'. Thld dsplcd 600'.
 1.0% down.

LOS ANGELES
 H-41, L-3D, 7C
 IAP, AD

Rwy 4-22: 3946 X 50
 Rwy 8-26: 7049 X 100



RWY 30: REIL. PAPI(P4L)—GA 3.0° TCH 62'. Thld dsplcd 900'.
 Rgt tfc. 1.0% up.
RWY 08-26: H7049X100 (ASPH) S-40, D-60, 2D-88 MIRL
 0.6% up W
RWY 08: PAPI(P2L)—GA 3.0° TCH 46'.
RWY 26: PAPI(P2L)—GA 3.0° TCH 52'. Rgt tfc.
RWY 04-22: H3946X50 (ASPH) S-40, D-60, 2D-60
RWY 04: Pole. **RWY 22:** Rgt tfc.
AIRPORT REMARKS: Attended continuously. Fuel avbl 1530-0030Z±
 other times ctc security on CTAF, fee charged. Be alert to high
 speed activity invof arpt. Fee charged. Paving width Rwy 08 200'.
 TPA-3801(1000) jets, 3303 (502) helicopters. Helicopters use
 south entry and departure. Unlighted twys connect rwy ends 08
 and 12 and rwy ends 22 and 26. Rwy 04-22 cracking, loose
 gravel and uneven sections. ACTIVATE MIRL Rwy 08-26 and HIRL
 Rwy 12-30, and REIL Rwy 12 and Rwy 30—CTAF.
WEATHER DATA SOURCES: AWOS-3 132.225 (661) 824-5218. SAWRS.
 OTS indef.

COMMUNICATIONS: CTAF 127.6

Ⓡ **JOSHUA APP/DEP CON** 133.65
TOWER 127.6 (Mon-Fri 1500-0100Z±) **GND CON** 123.9

AIRSPACE: CLASS D svc Mon-Fri 1500-0100Z±.

RADIO AIDS TO NAVIGATION: NOTAM FILE EDW.

EDWARDS (L) VORTAC 116.4 EDW Chan 111 N34°58.94' W117°43.96' 268° 21.0 NM to fld. 2354/15E.

MONTAGUE

MONTAGUE-YREKA ROHRER FLD (105) 1 W UTC-8(-7DT) N41°43.83' W122°32.73'

KLAMATH FALLS
 L-21

2527 S2 **FUEL** 100LL TPA-3327(800) NOTAM FILE 105
RWY 14-32: H3360X50 (ASPH) S-12 MIRL
RWY 14: Rgt tfc. **RWY 32:** VASI(V2L)—GA 3.0° TCH 25'. Road.
RWY 05-23: 2080X100 (TURF)
RWY 23: Rgt tfc

AIRPORT REMARKS: Attended 1600-0100Z±, after hrs call 530-842-0217. Deer on and invof arpt. Occasional balloon
 launches. Be alert to mountain north and hills east and west of arpt. Arpt rstd to acft with maximum certificated
 tkf weight of 12,500 lbs or less; for more information call arpt ops 530-459-3030. Use of rwy tfc patterns
 strongly recommended. Avoid overflight of town ½ mile east of arpt. Rwy 05-23 edges marked with white tires.
 MIRL Rwy 14-32 preset low ints; to increase ints ACTIVATE—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

ANTELOPE MOUNTAIN RCO 122.4 (RANCHO MURIETTA RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.

FORT JONES (L) VOR/DME 109.6 FJS Chan 33 N41°26.98' W122°48.39' 016° 20.5 NM to fld. 4900/19E.
 HIWAS.

NDB (MHW) 404 MOG N41°43.63' W122°28.91' 255° 2.9 NM to fld. NOTAM FILE SIY. Unmonitored.
 Unusable: 190°-200° byd 10 NM.

SISKIYOU CO (SIY) 3 NE UTC-8(-7DT) N41°46.89' W122°28.09'
 2648 B S4 FUEL 100LL, JET A TPA-3648(1000) NOTAM FILE SIY
 RWY 17-35: H7484X150 (ASPH) S-60, D-180, 2S-175, 2D-270 MIRL
 RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Road.
 RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 50'. Rgt tfc.

AIRPORT REMARKS: Attended Sun-Fri 1600-0100Z†. Migratory flocks of waterfowl invof arpt during spring and fall. Be alert for glider ops May-Sept. US Forest Service fire ops May-Sep. ACTIVATE MIRL Rwy 17-35, PAPI Rwy 17 and Rwy 35, REIL Rwy 17 and Rwy 35—CTAF. Ldg fee.

WEATHER DATA SOURCES: ASOS 121.125 (530) 459-0267.

COMMUNICATIONS: CTAF/UNICOM 123.0

ANTELOPE MOUNTAIN RCO 122.4 (RANCHO MURIETTA RADIO)

® **SEATTLE APP/DEP CON 124.85**

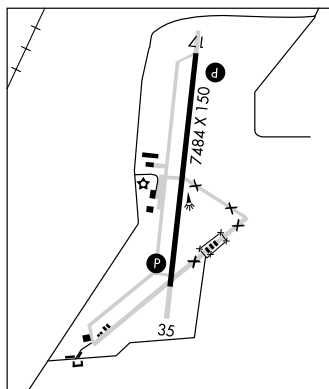
RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.

FORT JONES (L) VOR/DME 109.6 FJS Chan 33 N41°26.98' W122°48.39' 018° 25.1 NM to fld. 4900/19E. HIWAS.

MONTAGUE NDB (MHW) 404 MOG N41°43.63' W122°28.91' 352° 3.3 NM to fld. NOTAM FILE SIY.

Unmonitored.

Unusable: 190°-200° byd 10 NM all altitudes.



KLAMATH FALLS

H-3B, L-2I

IAP

MONTEREY PENINSULA (MRY) 3 SE UTC-8(-7DT) N36°35.22' W121°50.58'

257 B S4 FUEL 100LL, JET A OX 2, 4 TPA-1757(1500) Class I, ARFF Index B
 NOTAM FILE MRY

RWY 10R-28L: H7616X150 (ASPH-GRVD) S-100, D-160, 2S-175, 2D-300 HIRL 1.3% up E

RWY 10R: MALSR. PAPI(P4L)—GA 3.0° TCH 50'.

RWY 28L: REIL. VASI(V4L)—GA 3.5° TCH 47'. Thld dsplcd 1000'. Bush. Rgt tfc.

RWY 10L-28R: H3513X60 (ASPH) S-12.5 MIRL 1.7% up E

RWY 28R: Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 10R: TORA-7616 TODA-7616 ASDA-7616 LDA-7616

RWY 28L: TORA-7616 TODA-7616 ASDA-7616 LDA-6616

AIRPORT REMARKS: Attended continuously. Self service fuel avbl 24 hrs with credit card. Svc fuel and repairs between 0600-1400Z† by prior arrangement call 831-373-4151 or 831-373-3201. Rotary wing acft expect to follow fixed wing pattern to rwy ldg. On departure no turns blo 900' unless twr directed. Twr non-visibility area Twy A east holding bay. Rwy 10R runway visual range touchdown and rollout avbl. Rwy 28L runway visual range touchdown and rollout avbl. Acft with wingspan greater than 95' may not taxi past the terminal on Twy Alpha when an MD-80 or larger acft is parked at terminal. Acft with wingspan greater than 90' prohibited on Twy Bravo west of Twy Delta. Noise abatement procedures in effect 0700-1500Z†. Phone arpt ops for current noise abatement brief and PPR 831-648-7000. Overnight tiedown fee at FBO, ldg fee charged for acft over 6,000 lbs. Ltd transient parking PPR for large and turbine powered multi-engine acft, non FBO transient only 831-648-7000 ext. 217. When twr clsd ACTIVATE HIRL Rwy 10R-28L, MALSR Rwy 10R, PAPI Rwy 10R, and REIL Rwy 28L-118.4. When twr clsd Rwy 10L-28R unlighted. VASI Rwy 28L opr continuously.

WEATHER DATA SOURCES: ASOS (831) 642-0241.

COMMUNICATIONS: CTAF 118.4 ATIS 119.25 (831-375-7433) UNICOM 122.95

® **NORCAL APP/DEP CON 133.0 (360°-150°) 127.15 (151°-359°)**

TOWER 118.4 (1400-0500Z†) GND CON 121.9 CLNC DEL 135.45

AIRSPACE: CLASS C svc 1400-0500Z† ctc APP CON other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE SNS.

SALINAS (H) VORTACW 117.3 SNS Chan 120 N36°39.83' W121°36.19' 231° 12.5 NM to fld. 101/17E. HIWAS.

MUNSO NDB (LOM) 385 MR N36°37.25' W121°56.32' 099° 5.1 NM to fld. NOTAM FILE MRY.

ILS/DME 110.7 I-MRY Chan 44 Rwy 10R. Class IA. LOM MUNSO NDB. LOC unusable within 0.5 NM from thld.

ILS/DME 110.7 I-MTB Chan 44 Rwy 28L. LOC only. LOC unusable abv 2,000' MSL, 2 DME inbound to thld. DME unusable byd 16 DME, blo 5,000' MSL. (LOC/DME unmonitored when twr clsd.) LOC/DME not avbl when twr clsd.

MONTGOMERY FLD (See SAN DIEGO)

MORRO BAY N35°15.14' W120°45.57' NOTAM FILE HHR.
 (L) VORTACW 112.4 MQO Chan 71 083° 5.9 NM to San Luis Co Rgnl.
 1463/16E.
 VOR portion unusable:
 290°–315° byd 7 NM blo 4,000'
 297°–315° byd 13 NM blo 7,000'
 315°–090° byd 7 NM blo 7,000'

LOS ANGELES
 H–4H, L–3D, A

MOUNTAIN VALLEY (See TEHACHAPI)

MOUNTAIN VIEW N37°19.13' W122°08.81'
 RCO 122.5 (OAKLAND RADIO)

SAN FRANCISCO
 H–3A, L–2F

MOUNT SHASTA MHS N41°19.00' W122°19.00'/3538.
 ASOS 530–926–1613.

KLAMATH FALLS
 L–2I

MOUNT TAMALPAIS N37°55.65' W122°35.32'
 RCO 122.35 (OAKLAND RADIO)

SAN FRANCISCO
 H–3A, L–2F, A

MUNN FLD (See CAMP PENDLETON MCAS)

MUNSO N36°37.25' W121°56.32' NOTAM FILE MRY.
 NDB (LOM) 385 MR 099° 5.1 NM to Monterey Peninsula.

SAN FRANCISCO

MURRAY FLD (See EUREKA)

MURRIETA/TEMECULA

FRENCH VALLEY (F70) 2 NE UTC–8(–7DT) N33°34.45' W117°07.71'
 1350 B S4 FUEL 100LL, JET A OX 2 TPA–2350(1000) NOTAM FILE RAL
 RWY 18–36: H6000X75 (ASPH) S–30 MIRL
 RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 36'. Road.
 RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Rgt tfc.

LOS ANGELES
 COPTER
 H–4I, L–4H
 IAP

AIRPORT REMARKS: Attended 1400–0200Z†. Self service 100LL fuel avbl. For jet fuel after hours call 951–694–7960. Ultralight activity in vicinity of arpt. All departures—noise sensitive areas to N and S, best rate of climb to TPA before departing the pattern. Calm wind—use Rwy 18. ACTIVATE MIRL Rwy 18–36, PAPI Rwy 18 and Rwy 36, REIL Rwy 18 and Rwy 36 and taxiway lights—CTAF.

WEATHER DATA SOURCES: AWOS–3 119.025 (951)696–1018.

COMMUNICATIONS: CTAF/UNICOM 122.8

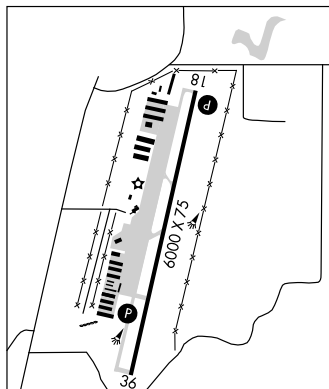
Ⓡ MARCH APP/DEP CON 133.5 (1500–0700Z†) clsd holidays, other times ctc

Ⓡ SOCAL APP/DEP CON 134.0.

RADIO AIDS TO NAVIGATION: NOTAM FILE CRQ.

OCEANSIDE (H) VORTAC 115.3 OCN Chan 100 N33°14.44' W117°25.06' 021° 24.8 NM to fld. 53/15E.

COMM/NAV/WEATHER REMARKS. March provides Ground Control App (GCA) radar. When March GCA clsd ctc SOCAL for CLNC DEL at 1–800–448–3724



NAPA

LAKE BERRYESSA SPB (E20) 20 NE UTC–8(–7DT) N38°35.49' W122°15.57'

SAN FRANCISCO

440 TPA—1240(800) NOTAM FILE OAK

WATERWAY 14–32: 1300X2000 (WATER)

WATERWAY 32: Hill.

WATERWAY 15–33: 1050X1500 (WATER)

WATERWAY 15: Hill.

WATERWAY 33: Hill.

WATERWAY 13–31: 7000X2000 (WATER)

WATERWAY 31: Hill.

SEAPLANE REMARKS: Unattended. All lds must be at least 1000' from shore. No lds authorized on exposed roads on dry lake bed. Floating debris exercise care. Overnight moorage at marinas only. No training flights allowed. PPR for use of resorts facilities.

COMMUNICATIONS: CTAF 122.9

NAPA CO (APC) 5 S UTC-8(-7DT) N38°12.79' W122°16.84'

35 B S4 FUEL 100LL, JET A OX 3, 4 TPA-1035(1000) NOTAM FILE APC

RWY 18R-36L: H5931X150 (CONC) S-30, D-50, 2D-120 MIRL

RWY 18R: PAPI(P4L)—GA 3.25° TCH 52'. Rgt tfc.

RWY 36L: MALS. Tree.

RWY 06-24: H5007X150 (CONC) S-30, D-50, 2D-120
MIRL 0.4% up NE

RWY 06: REIL. RWY 24: Tree.

RWY 18L-36R: H2510X75 (ASPH) S-12.5 0.4% up N.

RWY 36R: Rgt tfc.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 18R	06-24	5450
RWY 24	18R-36L	3700

AIRPORT REMARKS: Attended 1400-0500Z†. For fuel svc 0500-1400Z† call 707-224-0887. Unlgt bridge 1 NM S, 167' AGL. Asph apron strength 12,500-30,000 lbs gross weight single wheel. Flocks of gulls and numerous birds in vicinity of airport and on rwy's Oct-April and during rainy weather. When tower clsd, ACTIVATE MIRL Rwy 18R-36L and Rwy 06-24, REIL Rwy 06, PAPI Rwy 18R and MALS Rwy 36L—CTAF.

WEATHER DATA SOURCES: ASOS (707) 252-7916.

COMMUNICATIONS: CTAF 118.7 ATIS 124.05 (707) 255-2847

UNICOM 122.95

Ⓡ OAKLAND CENTER APP CON 127.8

OAKLAND CENTER DEP CON 127.8

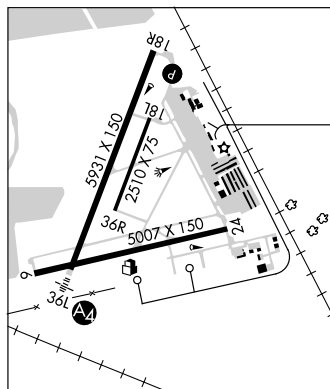
TOWER 118.7 (1500-0400Z†) GND CON 121.7 CLNC DEL 127.85

AIRSPACE: CLASS D svc 1500-0400Z† other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE APC.

SCAGGS ISLAND (L) VORTACW 112.1 SGD Chan 58 N38°10.76' W122°22.39' 048° 4.8 NM to fld. 10/17E.

ILS 111.3 I-APC Rwy 36L. (LOC only). Unmonitored when twr clsd.



SAN FRANCISCO

H-3B, L-2F, 3A, A

IAP, AD

NAVAL BASE VENTURA CO (See POINT MUGU NAS)

NEEDLES (EED) 5 S UTC-8(-7DT) N34°45.98' W114°37.40'

983 B S2 FUEL 100LL, JET A TPA-1983(1000) NOTAM FILE EED

RWY 11-29: H5005X100 (ASPH) S-16, D-32 MIRL 1.3% up NW

RWY 11: REIL. PAPI(P2L)—GA 3.0° TCH 40'.

RWY 29: REIL. PAPI(P2L)—GA 3.0° TCH 40'.

RWY 02-20: H4235X100 (ASPH) S-16, D-32 MIRL 2.0% up SW

RWY 02: PAPI(P2L)—GA 3.0° TCH 30'.

RWY 20: PAPI(P2L)—GA 3.0° TCH 40'.

AIRPORT REMARKS: Attended 1600-0100Z†. Arpt attended by Paradise Aviation 760-326-5263. ACTIVATE MIRL Rwy 11-29 and Rwy 02-20, REIL Rwy 11 and Rwy 29—CTAF. PAPI Rwy 11, Rwy 29, Rwy 02 and Rwy 20 opr continuously.

WEATHER DATA SOURCES: ASOS 128.325 (760) 326-4281.

COMMUNICATIONS: CTAF/UNICOM 123.0

RCO 122.1R 115.2T (PRESCOTT RADIO)

Ⓡ L.A. CENTER APP/DEP CON 134.65

AIRSPACE: CLASS E svc 1600-0000Z† other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE EED.

(H) VORTAC 115.2 EED Chan 99 N34°45.96' W114°28.45' 255° 7.4 NM to fld. 620/15E. HIWAS.

VOR unusable:

100°-130°beyond 27 NM below 6600'

220°-280°beyond 35 NM below 6800'

170°-220°beyond 20 NM below 5800'

NERVINO (See BECKWOURTH)

NEVADA CO AIR PARK (See GRASS VALLEY)

NEW COALINGA MUNI (See COALINGA)

PHOENIX

H-4J, L-7E

IAP

NEW CUYAMA (L88) 0 S UTC-8(-7DT) N34°56.40' W119°41.14'

LOS ANGELES

2203 TPA-3203(1000) NOTAM FILE RIU

L-3D, 7A

RWY 10-28: H3940X60 (ASPH)

RWY 10: Tree. Rgt tfc.

RWY 28: Fence.

AIRPORT REMARKS: Unattended. Acft parking 80' north of rwy centerline at apch end Rwy 10. Rwy 10 +25' power poles and p-lines run partially underground 300' from rwy end 90' right of centerline.

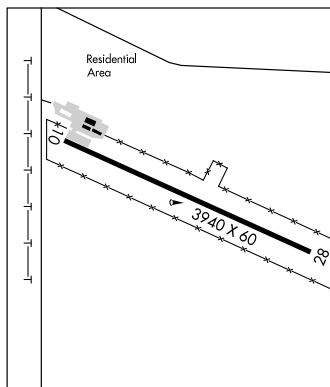
Rwy 10-28 loose rocks on rwy, cracked and spalled surface.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.

FELLOWS (L) VORTAC 117.5 FLW Chan 122 N35°05.59'

W119°51.94' 120° 12.8 NM to fld. 3870/16E.



NEW JERUSALEM (See TRACY)

NORMAN Y. MINETA SAN JOSE INTL (See SAN JOSE)

NORTH ISLAND NAS (HALSEY FLD) (NZY)(KNZY) NAS (ARNG) 3 SW UTC-8(-7DT)

LOS ANGELES

N32°41.89' W117°12.79'

H-41, L-4H

26 B NOTAM FILE NZY

Not insp.

RWY 18-36: H8001X200 (PEM)

PCN 80 R/B/W/T HIRL

RWY 18: REIL. PAPI(P4L).

RWY 36: SALSF. REIL. PAPI(P4L).

RWY 11-29: H7500X300 (PEM)

PCN 77 R/B/W/T HIRL CL

RWY 29: ALSF1.

ARRESTING GEAR/SYSTEM

RWY 18: HOOK E28(B) (1850')

HOOK E28(B) (1700') **RWY 36**

RWY 11: HOOK E28(B) (1500')

HOOK E28(B) (2600') **RWY 29**

MILITARY SERVICE: A-GEAR Short fld A-Gear Rwy 29 normal de-rigged. Long fld A-Gear Rwy 36 normal de-rigged.

JASU 2(GTC-85) **2**(NC-8) **FUEL** 100LL, J5. Expect refueling delays. **FLUID** SP PRESAIR. **OIL**

0-128-148-156 Restricted oil analysis avbl, prior coordination required. **TRAN ALERT** Opr 1400-0600Z

weekdays and 1600-0600Z weekends (Daylight Saving Time 1300-0500Z weekdays and 1500-0500Z

weekends). No transient maintenance/limited svc. LOX not avbl. Transient aircrew must remain with acft to

provide technical direction/assistance in servicing. Air terminal/tran line coordinate all refuel req. Arriving acft

passenger svc req to lineman. All transient pilots check in with Operations Duty Officer, OPS building 516, upon

arrival.

MILITARY REMARKS: Opr Mon 1430Z±-Sat 0600Z±, Sat 1600Z±-Sun 0600Z±, Sun 1600Z±-Mon 0600Z±. CLOSED

0200Z± day prior to 1430Z± day following all Federal holidays. See FLIP AP/1 Supplementary Airport Remarks.

RSTD Call Operations Duty Officer DSN 735-8233/34, C619-545-8233/34 for PPR. Local flight during remain

overnight prohibited. **CAUTION** Extensive VFR helicopter opr surface—500' vicinity of arpt and surface—2000' 8

NM SE. Light civil acft climb/descent thru Rwy 29 final apch course byd 6 DME enter/dep San Diego Class B

Airspace VFR corridor. Avoid centerline lgt during Rwy 29 arrestment to prevent tailhook bounce. Heavy vehicle

traffic cross Twy L and A. Bird hazard May-Oct, particularly at dep end Rwy 29. Rwy 11-29 sfc area between the

rwy edge lines and rwy edge lgts, approximately 50' on either side, is cracked and has loose gravel. Pilots

should exercise caution transiting the area between the rwy edge lines and rwy edge lgts. **TFC PAT** Use maximum

exterior lgt blo 10,000' within 10 NM. All transient acft limited to full stop only. Touch-and-go/low apch not

avbl. Tran acft section apch not authorized. Reduced rwy separation standard in effect USN/USMC acft. **NS ABTMT**

Strict compliance rqr. **CSTMS/AG/IMG** Customs avbl with 2 hr notice Mon-Sat 1600-0100Z±. Minimum 4 hr notice

rqr 0100-1600Z±. **MISC** VIP/logistic flights ctc Base OPS prior to ldg.

ARNG Army Base OPS DSN 735-0101, C619-545-0101.

COMMUNICATIONS: SFA ATIS 317.8 (Mon 1430Z±-Sat 0600Z±, Sat 1600Z±-Sun 0600Z±, Sun 1600Z±-Mon

0600Z±. CLOSED 0200Z± day prior to 1430Z± day following all Federal holidays. See FLIP AP/1 Supplementary

Airport Remarks.

® **SOCAL APP/DEP CON** 125.15 317.55

TOWER 135.1 336.4 340.2 (Mon 1430Z±-Sat 0600Z±, Sat 1600Z±-Sun 0600Z±, Sun 1600Z±-Mon 0600Z±.

CLOSED 0200Z± day prior to 1430Z± day following all Federal holidays. See FLIP AP/1 Supplementary Airport

Remarks. **GND CON** 118.0 363.25 **CLNC DEL** 128.4 288.25

PMSV METRO 342.36

BASE OPS 355.5

ARNG OPS (RAID OPS) 142.95 233.8

AIRSPACE CLASS D svc. Mon 1430Z±-Sat 0600Z±, Sat 1600Z±-Sun 0600Z±, Sun 1600Z±-Mon 0600Z±, except

0200Z± day prior to 1430Z± day following all Federal holidays. Other times CLASS G. See FLIP AP/1

Supplementary Airport Remarks. Other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE NZY.

(L) **TACAN** Chan 117 NZY (117.0) N32°42.15' W117°12.97' at fld. 25/14E. No NOTAM MP Sun

1500-1700Z±.

TACAN unusable:

180°-230° byd 20 NM blo 3,000'

300°-340° byd 30 NM blo 3,000'

230°-300° byd 15 NM blo 3,000'

ILS 110.9 I-UBR Rwy 18. LOC only.

ILS 110.9 I-SAN Rwy 29. LOC only.

ASR/PAR

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima. Radar advisory and sequencing to arpt avbl

VFR arr on req ctc SOCAL App Con.

GNSS FLD (DVO) 3 N UTC-8(-7DT) N38°08.62' W122°33.37'

SAN FRANCISCO

2 B S4 FUEL 100LL, JET A TPA—1002(1000) NOTAM FILE OAK

L-2F. 3A. A

RWY 13-31: H3300X75 (ASPH) S-26 MIRL

RWY 31: PAPI(P2L)—GA 4.0° TCH 56'. Hill. Rgt tfc.

AIRPORT REMARKS: Attended 1600-0200Z+. Ditches surround rwy. Jet and turbine acft land Rwy 13 depart Rwy 31 as wind and traffic permit. Helicopters apch from E and depart to E, remain N of radio towers. Rwy 13 calm wind rwy. Rwy 13 has paved 125' overrun. Rwy 31 has 100' overrun. Mountains South and West. Noise sensitive area SE of arpt. Avoid straight-out departures on Rwy 13 and straight-in ldgcs on Rwy 31.

WEATHER DATA SOURCES: AWOS-3 120.675 (415) 897-2236.

COMMUNICATIONS: CTAF/UNICOM 123.075

COMMON SATIONS: STAFF/UNIFORM 120.0
 (R) OAKLAND CENTER APP/DEP CON 127.8

RADIO AIDS TO NAVIGATION: NOTAM FILE APC.

SCAGGS ISLAND (L) VORTACW 112.1 SGD Chan 58 N38°10.76' W122°22.39' 239° 8.9 NM to fld. 10/17E.

HELIPAD HI: H60X60 (CONC)

HELIPORT REMARKS: Approach 050°/230° magnetic. Rwy visibility value avbl

NUT TREE (See VACAVILLE)

OAKDALE (027) 3 SE UTC-8(-7DT) N37°45.38' W120°48.01'

SAN FRANCISCO

237 B S4 OX 1.3 TPA—1234(1000) NOTAM FILE RIU

1-2F 3B

RWY 10-28: H3013X75 (ASPH) S-20 MIRL 0.4% up SE

IAP

RWY 10: REIL. VASI(V2L)—GA 2.5° TCH 22'.

RWY 28: REIL. PAPI(P2L)—GA 3.0° TCH 33'.

AIRPORT REMARKS: Attended daylight hours. Nights on call 1-800-868-8750. Apron on south side of rwy damaged and unusable. ACTIVATE MIRL Rwy 10-28. REIL Rwy 10 and Rwy 28-CTAF. VASI Rwy 10 PAPI Rwy 28 opr continuously.

COMMUNICATIONS: CTAF/UNICOM 122.8

® NORCAL APP/DEP CON 125.1

RADIO AIDS TO NAVIGATION: NOTAM FILE SCK.

MODESTO (H) VOR/DME 114.6 MOD Chan 93 N37°37.64' W120°57.47' 27° 10.8 NM to fld. 90/17E

OAKLAND

METROPOLITAN OAKLAND INTL (OAK) 4 S UTC-8(-7DT) N37°43.28' W122°13.24'

SAN FRANCISCO

9 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks LRA

H-3B, L-2F, 3B, A

NOTAM FILE OAK Class I, ARFF Index D

IAP, AD

RWY 11-29: H10000X150 (ASPH-GRVD) PCN 71 F/A/W/T

HIRL CL

RWY 11: MALSR. PAPI(P4L)—GA 2.75° TCH 65'. Rgt tfc.

RWY 29: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 71'.

RWY 09R-27L: H6213X150 (ASPH-GRVD) PCN 97 F/B/W/T HIRL

RWY 09R: REIL. PAPI(P4R)—GA 3.0° TCH 50'. Tree.

RWY 27L: PAPI(P4L)—GA 3.0° TCH 71'.

RWY 09L-27R: H5454X150 (ASPH-GRVD) PCN 69 F/C/W/T HIRL

RWY 09L: PAPI(P4R)—GA 3.0° TCH 49'.

RWY 27R: MALSR. PAPI(P4L)—GA 2.9° TCH 57'. Building. Rgt tfc.

RWY 15-33: H3372X75 (ASPH) S-12.5 MIRL

RWY 33: Rgt tfc.

AIRPORT REMARKS: Attended continuously. Rwy 15-33 CLOSED to air carrier acft. Birds on and in/ov arpt. Acft with experimental or limited certification having over 1,000 horsepower or 4,000 pounds are restricted to Rwy 11-29. 24 hr Noise abatement procedure—turbojet and turbofan powered acft, turboprops over 17,000 lbs, four engine reciprocating powered acft, and surplus Military acft over 12,500 lbs should not depart Rwy 27L and Rwy 27R or land on Rwy 09L and Rwy 09R. For noise abatement information ctc noise abatement office at 510-563-6463. Intersection of Twy B, Twy W and Twy V not visible from twr. Twy K between Rwy 33 and Twy D and portions of Twy D not visible from twr. Preferential rwy use program in effect 0600-1400Z±. North fld preferred arrival Rwy 27L, north fld preferred departure Rwy 09R or 27R. If these Rwys unacceptable for safety or twr instruction then Rwy 11-29 must be used. Noise prohibitions not applicable in emerg or whenever Rwy 11-29 is closed due to maintenance, safety, winds or weather. 400' blast pad Rwy 29 and 500' blast pad Rwy 11. Rwy 29, 27R and 27L distance remaining signs left side. TPA—Rwy 27L 606(597), TPA—Rwy 27R 1006(997). Ldg fee may apply for Rwy 11-29, rwy commercial ops and tiedown, ctc afld ops 510-563-3361. Flight Notification Service (ADCUS) avbl.

WEATHER DATA SOURCES: ASOS (510) 383-9514. HIWAS 116.8 OAK.**COMMUNICATIONS:** D-ATIS 133.775 (510) 635-5850 (N and S Complex) UNICOM 122.95

OAKLAND RCO 122.2 122.5 129.4 131.95 (OAKLAND RADIO)

Ⓡ NORCAL APP CON 125.35 (East) 135.65 (South) 135.1 (West) 134.5 120.9

Ⓡ NORCAL DEP CON 135.1 (West) 120.9 (Northwest)

OAKLAND TOWER 118.3 (N Complex) 127.2 (S Complex) 124.9

GND CON 121.75 (S Complex) 121.9 (N Complex) CLNC DEL 121.1

AIRSPACE: CLASS C svc continuous ctc APP CON**RADIO AIDS TO NAVIGATION:** NOTAM FILE OAK.

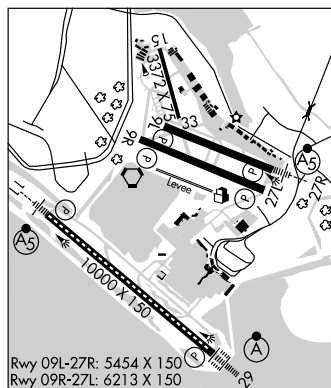
OAKLAND (H) VORTACW 116.8 OAK Chan 115 N37°43.56' W122°13.42' at fld. 10/17E. HIWAS.

ILS 111.9 I-AAZ Rwy 11. Class IC.

ILS 109.9 I-OAK Rwy 27R. Class 1E.

ILS 108.7 I-INB Rwy 29. Class IIIE.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr. Emerg frequency 121.5 not avbl at FSS. Rwy 11 glide slope deviations are possible when critical areas are not required to be protected. Acft operating in/ov glide slope transmitter.



OAKLAND N37°43.56' W122°13.42' NOTAM FILE OAK.

SAN FRANCISCO

(H) VORTACW 116.8 OAK Chan 115 at Metropolitan Oakland Intl. 10/17E. HIWAS.

H-3A, L-2F, 3B, A

VOR unusable:

035°-045° byd 35 NM blo 7,000'

318°-360° byd 26 NM blo 5000'

307°-318° byd 10 NM

318°-360° byd 10 NM blo 4000'

DME unusable:

040°-065° byd 30 NM blo 4,100'

330°-360° byd 34 NM blo 7,500'

307°-323° byd 30 NM blo 1,500'

350°-030° byd 20 NM blo 3,500'

330°-360° byd 26 NM blo 5,000'

RCO 122.0 122.2 122.5 129.4 131.95 (OAKLAND RADIO)

OCEANO CO (L52) 1 W UTC-8(-7DT) N35°06.09' W120°37.34'

LOS ANGELES

14 B FUEL 100LL TPA-1000(986) NOTAM FILE HHR

RWY 11-29: H2325X50 (ASPH) S-12.5 MIRL

RWY 11: Brush. Rgt tfc.

RWY 29: Brush.

AIRPORT REMARKS: Attended Wed-Mon 1600-0100Z. Unattended Tue and Christmas day. Self svc fuel avbl 24 hr. Ultralight activity on and in/ov arpt. Recurring flocks of waterfowl on and in/ov arpt. Be alert for kites flown along beach 1/2 mile west of rwy. Unsurfaced areas soft and unusable. Taxilanes very narrow near buildings and parked acft. Extremely noise sensitive arpt and community, for txf Rwy 29 pilots are requested to maintain rwy heading until crossing the shoreline. ACTIVATE MIRL Rwy 11-29-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7**OCEAN RIDGE** (See GUALALA)**OCEANSIDE** N33°14.44' W117°25.06' NOTAM FILE CRQ.

LOS ANGELES

(H) VORTAC 115.3 OCN Chan 100 097° 3.6 NM to Oceanside Muni. 53/15E.

H-41, L-4H

VOR unusable 227°-265° byd 20NM.

RCO 122.1R 115.3T (SAN DIEGO RADIO)

OCEANSIDE MUNI (OKB) 2 NE UTC-8(-7DT) N33°13.08' W117°21.09'

LOS ANGELES

28 B FUEL 100LL TPA-1028(1000) NOTAM FILE OKB

L-4H

RWY 06-24: H2712X75 (ASPH) S-12 MIRL

IAP

RWY 06: Road.

RWY 24: REIL. Hill. Rgt tfc.

AIRPORT REMARKS: Attended 1800-0200Z. Fuel avbl 1400-0500Z.

Touch and Go Landings not authorized. Flocks of geese, waterfowl and seagulls on and in/ov arpt. Rwy has no pavement marking or edge lights byd dspcd thld. All tfc patterns to N. Mountains W, NW, SW Rwy 06 up to 280' MSL. Unlgt'd mountain 160' MSL in apch zone 3500' from W end of pavement Rwy 06. Do not confuse road south of arpt with the rwy. Noise abatement: Dep Rwy 24, remain over river and canyon until harbor before turning. Departing Rwy 06 start left turn speed and altitude permitting to avoid school and homes E of arpt. +40-+90' trees 75'-125' N of rwy centerline; fence and road within primary surface N side. MIRL Rwy 06-24 preset low ints, to increase ints ACTIVATE-CTAF.

WEATHER DATA SOURCES: ASOS 127.8 (760) 439-9683.**COMMUNICATIONS:** CTAF/UNICOM 123.0

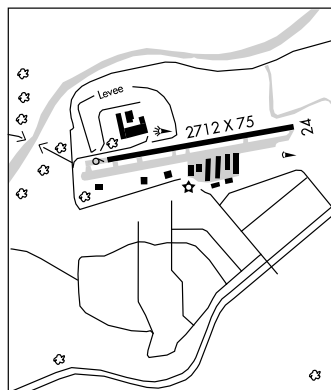
RCO 122.1R 115.3T (SAN DIEGO RADIO)

® SOCIAL APP/DEP CON 127.3

RADIO AIDS TO NAVIGATION: NOTAM FILE CRQ.

(H) VORTAC 115.3 OCN Chan 100 N33°14.44'

W117°25.06' 097° 3.6 NM to fld. 53/15E.

**OCOTILLO WELLS****OCOTILLO** (L90) 0 N UTC-8(-7DT) N33°08.87' W116°07.90'

LOS ANGELES

160 TPA-960(800) NOTAM FILE SAN

RWY 13-31: 4210X150 (DIRT)

RWY 13: Hill.

RWY 31: Road. Rgt tfc.

RWY 09-27: 2475X150 (DIRT)

RWY 09: Hill. Rgt tfc.

RWY 27: Hill.

AIRPORT REMARKS: Unattended. Fld unusable when wet. Rwy 09 and Rwy 27, Rwy 13 and Rwy 31 thlds marked by white paving blocks. All rwy intersections marked by white paving blocks. Dune buggies and motorcycles are driven on and across rwys. Ultralight ops within 2 NM radius, surface to 4000' mean sea level dalgt hrs.

COMMUNICATIONS: CTAF 122.9

ONTARIO INTL (ONT) 2 E UTC-8(-7DT) N34°03.36' W117°36.07'

LOS ANGELES

944 B S4 FUEL 100LL, JET A OX 3, 4 Class I, ARFF Index D NOTAM FILE ONT

COPTER

RWY 08L-26R: H12197X150 (CONC-GRVD) S-30, D-200, 2S-175, 2D-560, 2D/2D2-850

H-4I, L-3E, 4H, 7C, A

HIRL CL

IAP, AD

RWY 08L: MALS. TDZL. Thld dspcd 997'. Railroad.

RWY 26R: MALS. PAPI(P4L)-GA 3.0° TCH 75'. Pole. Rgt tfc.

RWY 08R-26R: H10200X150 (CONC-GRVD) S-30, D-200, 2S-175, 2D-560, 2D/2D2-850 HIRL CL

RWY 08R: PVASI(PSIL)-GA 3.0°. Rgt tfc.

RWY 26L: ALSF2. TDZL. PAPI(P4R)-GA 3.0° TCH 50'. Pole.

AIRPORT REMARKS: Attended continuously. Wildlife hazard management plan in effect; potential bird hazards may exist on and in/ovf arpt; be alert to large numbers of starlings and crows possible on approach to Rwy 26L and Rwy 26R, hawks, eagles, falcons and owls spotted on occasion. Aft parking and contract ground svc are ltd for non-scheduled ops. For scheduling information call afld ops (909) 975-5344. Pilots should use judgmental oversteer on Twy A, Twy M, Twy H, Twy J, Twy S-3 and Twy S-4. No access to Rwy 08R from Twy A. Twy W south of Twy S is a non-movement area, all acft ctc ramp ctl 131.325 for access. Twy H restricted to acft with wingspan of 124' or smaller acft when Gate 35A occupied by B747 or larger acft. Twy J restricted to acft with wing span of 108' or smaller. Twy M, Twy A, Twy S-3 and Twy S-4 restricted to acft with wingspan 117' or smaller. Eastbound B747, B777, A330, A340 or larger acft on Twy S prohibited from northbound turns onto Twy K. B747, B777, A330, A340 or larger acft on Twy S prohibited from northbound turns onto Twy P. Twy S south of centerline btn Twy S2 and Twy S3, and the southern half of Twy S-2 and Twy S-3 are not visible from twr, pilots use caution entering Twy S-2 and Twy S-3. Rwy 08L and Rwy 26R, Rwy 08R and Rwy 26L touchdown, midfield, and rollout runway visual range avbl. Runway visibility value Rwy 08L and Rwy 26R avbl. Runway visibility value Rwy 08R and Rwy 26L avbl. All military and general aviation (fixed or rotor wing) acft opr are rstd to FBO facilities with advance coordination overnight tiedown and parking fee. FBO's on frequencies 130.7 and 131.6. Noise abatement procedures in effect; full-length turbojet departures encouraged, nightly preferential rwy usage, 0500-1400Z±.

NOTE: See Special Notices-Continuous Power Facilities.

WEATHER DATA SOURCES: ASOS (909) 937-2186. LAWRS.

COMMUNICATIONS: D-ATIS 124.25 (909) 605-0056.

⑧ **SOCAL APP/DEP CON** 135.4 (S-SW) 134.0 (E-S) 127.25 (N-NE) 125.5 (SW-N) 119.65 (NE-E)

TOWER 120.6 **GND CON** 121.9 **CLNC DEL** 118.1

AIRSPACE: CLASS C svc ctc **APP CON**

RADIO AIDS TO NAVIGATION: NOTAM FILE POC.

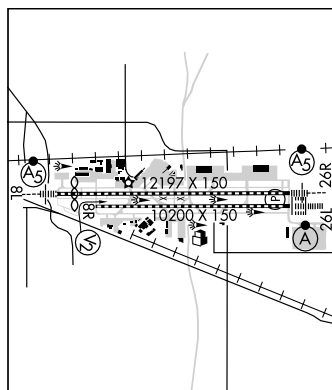
POMONA (L) VORTAC 110.4 POM Chan 41 N34°04.70' W117°47.22' 083° 9.4 NM to fld. 1273/15E.

PETIS NDB (HW) 397 SB N34°03.39' W117°21.97' 256° 11.7 NM to fld. NOTAM FILE ONT.

ILS/DME 109.7 I-ONT Chan 34 Rwy 26R. Class IA. Glide path unusable for coupled approach below 1,520'.

ILS/DME 111.35 I-TWO Chan 50(Y) Rwy 26L. Class IIIE.

ILS 109.7 I-AOD Rwy 08L. Class IE.



ORLAND**HAIGH FLD** (O37) 3 SE UTC-8(-7DT) N39°43.22' W122°08.78'

SAN FRANCISCO

215 B S4 FUEL 80, 100LL TPA-1215(1000) NOTAM FILE RIU

L-26

RWY 15-33: H4500X60 (ASPH) S-30 MIRL

IAP

RWY 15: PAPI(P2L)—GA 3.5° TCH 24'. Road.

RWY 33: PAPI(P2L)—GA 3.5° TCH 23'. Poles.

AIRPORT REMARKS: Attended Mon-Fri 1600-0100Z†. For attendant after hours call 530-865-1173. Ultralight activity on and in/ovf arpt. ACTIVATE MIRL Rwy 15-33 and PAPI Rwy 15 and Rwy 33—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

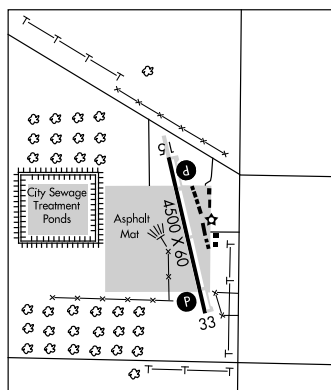
CHICO RCO 122.1R 109.8T (RANCHO MURIETA RADIO)

⑧ OAKLAND CENTER APP/DEP CON 132.2

RADIO AIDS TO NAVIGATION: NOTAM FILE CIC.

CHICO (T) VOR/DME 109.8 CIC Chan 35 N39°47.39'

W121°50.83' 237° 14.5 NM to fld. 215/16E.

**ORVILLE****LAKE ORVILLE LANDING AREA SPB** (O06) 5 NE UTC-8(-7DT) N39°33.99' W121°28.06'

SAN FRANCISCO

900 FUEL MOGAS TPA-1700(800) NOTAM FILE RIU

WATERWAY ALL WAY: 9000X9000 (WATER)

SEAPLANE REMARKS: Unattended. For lake information ctc marina 530-589-3152. Lake elevation varies from 700'-900' MSL. Waterway all way ldg area located in center of main body of lake. Waterway all way ldg zone is a 9,000 ft diameter circular area in center of main body of lake.

COMMUNICATIONS: CTAF 122.9**ORVILLE MUNI** (OVE) 3 SW UTC-8(-7DT) N39°29.27' W121°37.32'

SAN FRANCISCO

192 B FUEL 100LL, JET A TPA-992(800) NOTAM FILE OVE

H-3B, L-26

RWY 01-19: H6020X100 (ASPH) S-60, D-80 HIRL

IAP

RWY 19: PAPI(P2L)—GA 3.0° TCH 41'.

RWY 12-30: H3540X100 (ASPH) S-25 HIRL 0.5% up NW

RWY 12: VASI(V2L)—GA 3.0° TCH 35'.

RWY 30: VASI(V2L)—GA 3.0° TCH 32'. Trees.

AIRPORT REMARKS: Unattended. For Arpt information Mon-Fri ctc (530) 538-2490. Firefighting acft in/ovf arpt May-Oct. Rwy 12-30 NSTD MIRL 25' from pavement edge. Twy from Rwy 01-19 to golf course/restaurant tiedowns 20' wide with no shoulders. ACTIVATE HIRL Rwy 01-19 and Rwy 12-30—CTAF. PAPI Rwy 19, VASI Rwy 12 and VASI Rwy 30 opr continuously.

WEATHER DATA SOURCES: ASOS 121.425 (530) 533-5792.**COMMUNICATIONS:** CTAF/UNICOM 122.8

⑧ NORCAL APP/DEP CON 125.4

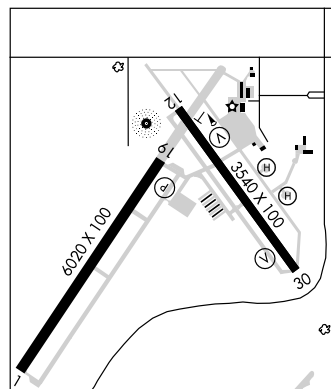
RADIO AIDS TO NAVIGATION: NOTAM FILE MYV.

MARYSVILLE (T) VOR/DME 110.8 MYV Chan 45 N39°05.92'

W121°34.38' 338° 23.4 NM to fld. 62/16E.

NDB (MHW) 212 OVE N39°29.68' W121°37.33' at fld.

NOTAM FILE OVE. Unmonitored. SHUTDOWN.



HELIPAD H1: H25X25 (ASPH)

HELIPAD H2: H25X25 (ASPH)

HELIPORT REMARKS: Helipads H1 and H2 CLOSED indef.

OXNARD (OXR) 1 W UTC-8(-7DT) N34°12.05' W119°12.43'

45 B S4 **FUEL** 100LL, JET A OX 1, 2 TPA—See Remarks Class III, ARFF Index A
NOTAM FILE OXR

RWY 07-25: H5953X100 (ASPH) S-50, D-70, 2S-89 MIRL

RWY 07: VASI (V4L)—GA 3.0° TCH 25'. **RWY 25:** MALSR. PAPI (P2L). Thld displcd 1377'. Pole.

AIRPORT REMARKS: Attended continuously. Arpt ops located at base of tower; ctc on 134.95 when twr closed or call 805-382-3022.

Noise sensitive all quadrants practice noise abatement/Fly Quiet/procedures. Scheduled air carrier ops involving acft with more than 9 passenger seats are not authorized in excess of 15 min before or 15 min after scheduled arrival or departure times without prior coordination with arpt and confirmation that ARFF svcs are avbl prior to ldf or tkf, ctc 805-382-3022. No turns before reaching 743'. No touch and go, stop and go, or taxi back ops 0400-1500Z†. TPA single engine 1045(1000), multi engine and jet 1445(1400). Ldg fee over 12,500 pounds. ACTIVATE MIRL Rwy 07-25 and MALSR Rwy 25 when tower closed—CTAF.

WEATHER DATA SOURCES: ASOS (805) 382-0569.

COMMUNICATIONS: CTAF 134.950 ATIS 118.05 (805) 985-1758

Ⓡ **POINT MUGU APP/DEP CON** 124.7 (1500-0700Z†) other times ctc

Ⓡ **L.A. CENTER APP/DEP CON** 135.5

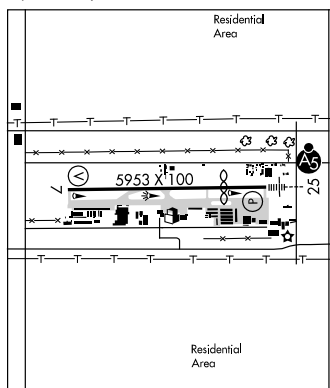
TOWER 134.95 (1500-0500Z†) **GND CON** 121.9

AIRSPACE: CLASS D svc 1500-0500Z† other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE CMA.

CAMARILLO (L) VORW/DME 115.8 CMA Chan 105 N34°12.75' W119°05.66' 248° 5.7 NM to fld. 62/15E.

ILS 108.7 I-0XR Rwy 25. ILS unmonitored when twr clsd. OM and MM unmonitored.



PACOIMA N34°15.58' W118°24.81' NOTAM FILE HHR.

NDB (MHW) 370 PAI at Whiteman. (VFR only).

LOS ANGELES

COPTER

PAJAR N36°54.81' W121°48.48' NOTAM FILE WVI.

NDB (MHW) 327 PDG 017° 1.6 NM to Watsonville Muni. NDB unusable 270°-110° byd 15 NM.

LOS ANGELES

L-3B

PALMDALE RGNL/USAF PLANT 42

(PMD)(KPM) CIV/MIL 3 NE UTC-8(-7DT) N34°37.76' W118°05.07'

LOS ANGELES

2543 B TPA—See Remarks NOTAM FILE PMD

H-41, L-3E, 4G, 7C

RWY 07-25: H12002X200 (CONC) S-83, D-173, 2D-450, 2D/2D2-778 PCN 94 R/B/W/T HIRL IAP, AD

RWY 07: 0.5% down. RWY 25: PAPI(P4L). Rgt tfc.

RWY 04-22: H12001X150 (CONC) S-83, D-173, 2D-315,
2D/2D2-778 PCN 73 R/C/W/T HIRL

RWY 04: Hill. Rgt tfc. 0.6% down.

RWY 22: PAPI(P4L). 0.3% up.

RWY 072-252: H6000X75 (CONC) PCN 132 R/B/W/T

MILITARY SERVICES: Svc normally associated with an AFB are not avbl at this industrial installation. No Base OPS — Flt plans must be activated/clsd with FSS. LGT Gated thld lgt Rwy 07-25 and Rwy 04-22.**AIRPORT REMARKS:** Attended 1230-0500Z†, other times clsd to all tfc without approval. Official business only. Military arpt. Civil use requires USAF approval and DD form 2400/01/02. Call 661-272-6708 during duty hrs, 661-272-6600 after duty hrs. Limited fueling avbl to government acft only 1530-0130Z†. Call plant office to arrange. Rwy 04-22 CLOSED Mon-Thu 1400-0000Z† indef. Bird hazard. When twr clsd arpt CLOSED to all tfc without written approval. Primarily training 747-707-727. Unlighted obstructions surround airfield. Rwy 07, Rwy 04 and Rwy 22 3' wooden box at 150' from thld. Parking ramp C located south of Rwy 22 and Twy V not visible from twr. ACTIVATE HIRL Rwy 04-22 and Rwy 07-25, PAPI Rwy 22 and Rwy 25—CTAF. Ldg fee.**MILITARY REMARKS:** Official business only, Military arpt civil use requires USAF approval and DD form 2400/01/02. Plant Office open weekdays 1530-2359Z† only. See FLIP AP/1 Supplementary Arpt Remarks. **RSTD** Official Business Only. PPR for all full stop ldg and touch and go. Call C661-272-6715 during duty hrs, OT C661-272-6600 after duty hrs. Rwy 072-252 used as a military assault strip. Assault ldg zone located 1st 6000' east end of Twy B, assault landing zone open to C-130 acft, PPR only; call C661-272-6715. Assault Landing Zone one way landing assault landing zone 25 only. **CAUTION** Rwy 07-25 1000' asph overrun each end, overrun poor condition emergency use only. Rwy 04-22 1150' asph overrun each end, overrun poor condition, emergency use only. Rwy edge lgt located 30' from outside side stripe. 60' AGL string of utility poles violate Rwy 22 Clear Zone sfc N of extended centerline. **TFC PAT** TPA overhead 4043(1500). Fighter and trainer type acft 4043(1500). All others, rectangular 4543(2000). Acft less than 50,000 pounds 4043(1500). **MISC** Winds are estimated due to FMQ-13 wind sensors being accurate to within only +/- 2 Kt. ATC/Wx will not include/relay wind correction into forecasts/phrasology. Therefore, aircrews will incorporate a +/- 2 Kt accuracy into their decision making process for flying opr.**WEATHER DATA SOURCES:** ASOS 118.275 (661) 272-3798.**COMMUNICATIONS:** CTAF 123.7**(R) JOSHUA APP/DEP CON** 124.55 363.0**TOWER** 123.7 317.6 (1330-0600Z†) **GND CON** 121.9 348.6**AIRSPACE:** CLASS D svc (1330-0600Z†) other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE PMD.**(H) VORTAC** 114.5 PMD Chan 92 N34°37.88' W118°03.83' at fld. 2498/15E.

VOR portion unusable:

010°-020°

110°-160° byd 35 NM blo 11,600'

160°-235° byd 30 NM blo 8,100'

TACAN azimuth unusable:

110°-145° byd 20 NM blo 15,500'

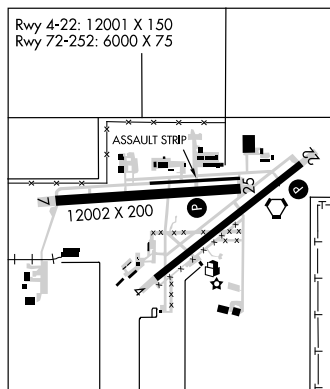
345°-355° byd 35 NM

145°-235° byd 20 NM blo 14,500'

TACAN azimuth and DME unusable:

120°-145° byd 20 NM blo 15,500'

145°-150° byd 20 NM blo 14,500'

ILS 110.7 I-PMD Rwy 25. Class ID.

PALM SPRINGS**BERMUDA DUNES**

(UDD) 13 E UTC-8(-7DT) N33°44.91' W116°16.49'
 73 B S4 FUEL 100LL, JET A OX 3 TPA-1073(1000) NOTAM FILE RAL
 RWY 10-28: H5002X70 (ASPH) D-70 LIRL 0.6% up NW

RWY 10: Fence.

RWY 28: REIL. VASI(V2L)—GA 3.0° TCH 25'. Thld displcd 300'. Road.

AIRPORT REMARKS: Attended Sat-Thu 1400-0500Z‡, Fri 1400-0600Z‡.

Fuel avbl 1430-0430Z‡. Arpt CLOSED to turbine powered acft
 0700-1400Z‡. 25' tree line 125' N of centerline Rwy 10-28.

Parallel twy clsd acft wingspan greater than 68'. For noise
 abatement procedures call arpt manager 760-345-2558. No
 agricultural flights except by PPR arpt manager. Ldg fee. Ldg fee
 based on acft type/size. LIRL Rwy 10-28 VASI Rwy 28 on until
 0600Z‡, after 0600Z‡ ACTIVATE—CTAF.

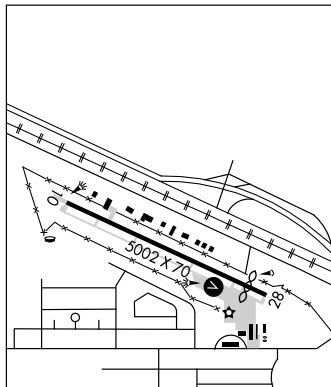
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **SOCAL APP/DEP CON** 135.275 (1400-0700Z‡)

Ⓡ **L.A. CENTER APP/DEP CON** 128.15 (0700-1400Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE TRM.

THERMAL (H) VORTAC 116.2 TRM Chan 109 N33°37.69'
 W116°09.61' 309° 9.2 NM to fld. -87/13E.



LOS ANGELES

H-41, L-41

IAP

JACQUELINE COCHRAN RGNL

(TRM) 20 SE UTC-8(-7DT) N33°37.60' W116°09.58'
 -115 B S4 FUEL 100LL, JET A OX 1, 2 TPA-885(1000) NOTAM FILE TRM
 RWY 17-35: H8500X150 (ASPH) S-75, D-200, 2S-175, 2D-325, 2D/2D2-850 MIRL

RWY 17: REIL. VASI(V2L)—GA 3.0° TCH 50'.

RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 50'.

RWY 12-30: H4995X100 (ASPH) S-20 MIRL 0.3% up NW

RWY 12: PAPI(P2L)—GA 3.0° TCH 25'.

RWY 30: PAPI(P2L)—GA 3.0° TCH 25'.

AIRPORT REMARKS: Attended 1500-0200Z‡. Rwy 17-35 200' blast pad
 both ends. ACTIVATE MIRL Rwy 12-30 and Rwy 17-35, REIL Rwy
 17 and Rwy 35, and VASI Rwy 17, and PAPI Rwy 12, Rwy 30 and
 Rwy 35—CTAF.

WEATHER DATA SOURCES: ASOS 118.325 (760) 399-8054.

COMMUNICATIONS: CTAF/UNICOM 123.0

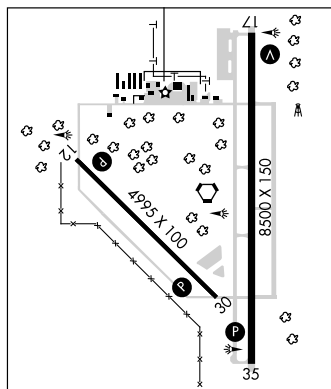
THERMAL RCO 122.3 (RIVERSIDE RADIO)

Ⓡ **SOCAL APP/DEP CON** 135.275 (1400-0700Z‡)

Ⓡ **L.A. CENTER APP/DEP CON** 128.15 (0700-1400Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE TRM.

THERMAL (H) VORTAC 116.2 TRM Chan 109 N33°37.69'
 W116°09.61' at fld. -87/13E.



LOS ANGELES

H-41, L-41

IAP

PALM SPRINGS INTL (PSP) 2 E UTC-8(-7DT) N33°49.78' W116°30.40'

LOS ANGELES

477 B S4 FUEL 100LL, JET A OX 4 TPA—See Remarks LRA Class I, ARFF Index C

H-4I, L-4I

NOTAM FILE PSP

IAP, AD

RWY 13R-31L: H10001X150 (ASPH-PFC) S-105, D-200, 2S-175, 2D-330, 2D/2D2-800 HIRL**RWY 13R: REIL. VASI(V6L)—Upper GA 3.25° TCH 73'. Lower GA 3.0° TCH 42'. Thld dsplcd 3000'. 1.0% down.****RWY 31L: REIL. VASI(V6L)—Upper GA 3.25° TCH 103'. Lower GA 3.0° TCH 56'. Thld dsplcd 1500'. Rgt tfc. 0.7% up.****RWY 13L-31R: H4952X75 (ASPH) S-12.5, D-60 MIRL**
0.8% up NW**RWY 13L: REIL. PAPI(P4L)—GA 3.5°.****RWY 31R: REIL. PAPI(P4L)—GA 3.5°. Rgt tfc.****RUNWAY DECLARED DISTANCE INFORMATION****RWY 13R: TORA-10000 TODA-10000 ASDA-9857 LDA-6857****RWY 31L: TORA-10000 TODA-10000 ASDA-10000 LDA-8500**

AIRPORT REMARKS: Attended continuously. Do not mistake center twy (Twy C) as rwy. Rwy 13R designated calm wind rwy. No formation lds or tkfs and no overhead manuevers. Do not use VASI Rwy 31L byd 3 NM or byd Cathedral City due to high terrain. VASI Rwy 31L operates on request through twr. U.S. Customs user fee arpt. Noise sensitive area all quadrants, exercise quiet flight procedures. For further information ctc duty supervisor 760-318-3820. TPA—1977(1500) large acft, 1477(1000) small acft. Rwy 13L-31R MIRL and Twy E not lgtd from 0700-1400Z†. When twr clsd ACTIVATE HIRL Rwy 13R-31L—CTAF. VASI and REIL Rwys 13R and 31L, PAPI and REIL Rwys 13L and 31R unavbl 0700-1400Z†. Customs avbl 24 hrs, 4 hrs prior notification required call 760-318-3880 FAX 3883.

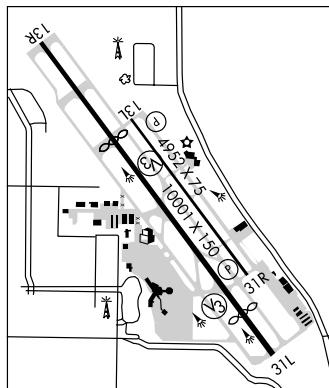
WEATHER DATA SOURCES: ASOS (760) 320-7645. LAWRS.**COMMUNICATIONS: CTAF 119.7 ATIS 118.25 (760) 327-2770 UNICOM 122.95****RCO 122.1R 115.5T (RIVERSIDE RADIO)****Ⓡ SOCAL APP/DEP CON 126.7 (W-N) 135.275 (NE-SW) (1400-0700Z‡)****Ⓡ L.A. CENTER APP/DEP CON 128.15 (0700-1400Z‡)****TOWER 119.7 (1400-0700Z‡) GND CON 121.9 CLNC DEL 128.35****AIRSPACE: CLASS D svc 1400-0700Z‡ other times CLASS G.****TRSA svc ctc APP CON 15 NM out.****RADIO AIDS TO NAVIGATION: NOTAM FILE TRM.****THERMAL (H) VORTAC 116.2 TRM Chan 109 N33°37.69' W116°09.61' 292° 21.1 NM to fld. -87/13E.****(L) VORTAC 115.5 PSP Chan 102 N33°52.20' W116°25.79' 225° 4.5 NM to fld. 1600/13E. NOTAM FILE PSP.****VORTAC unusable:**

135°-215° byd 20 NM blo 10,200'

215°-270° byd 15 NM blo 12,800'

278°-320° byd 25 NM blo 13,000'

320°-090° byd 15 NM blo 7,300'



PALO ALTO ARPT OF SANTA CLARA CO (PAO) 0 E UTC-8(-7DT) N37°27.67' W122°06.90' **SAN FRANCISCO**

4 B S4 FUEL 100LL, JET A OX 4 TPA—See Remarks NOTAM FILE PAO

L-2F, 3B, A

RWY 13-31: H2443X70 (ASPH) S-12.5 MIRL

IAP, AD

RWY 13: REIL. PAPI(P2L)—GA 4.0° TCH 29'. Berm.

RWY 31: REIL. PAPI(P2L)—GA 4.0° TCH 29'. Berm. Rgt tfc.

AIRPORT REMARKS: Attended Thu-Tue 1600-0200Z†, Wed 1500-0500Z†. Arpt rstd by arpt operator to acft with maximum certificated weight of 12,500 lbs or less. Self-fueling avbl continuously. P-line SE. Birds on and in vicinity of arpt. +100' transmission towers east of arpt. Be alert for pedestrians crossing a dike road 8' high and 300' from end Rwy 13. Continuous pedestrian, vehicle activity on acft taxi lanes not designated as twy movement areas. Noise sensitive area southeast thru west of arpt. Landing not authorized for pure jet and surplus military acft except those acft meeting FAR 36 stage 3 noise criteria. Recommend acft ldg at Palo Alto Arpt fly at or above 1500' until crossing the Bayshore Freeway. Recommend acft depart Rwy 31 turn 10° right after txf until reaching Dumbarton Auto Bridge. On apch to Rwy 31 be alert to possible strong updraft from wind tunnel located on west side of Moffett Federal Airfield. TPA—1004(1000) west, and 804(800) east. Arpt security procedures in effect.

WEATHER DATA SOURCES: LAWRS.

COMMUNICATIONS: CTAF 118.6 ATIS 135.275 (650) 858-0606

UNICOM 122.95

Ⓡ NORCAL APP CON 121.3 133.95 134.5

Ⓡ NORCAL DEP CON 121.3

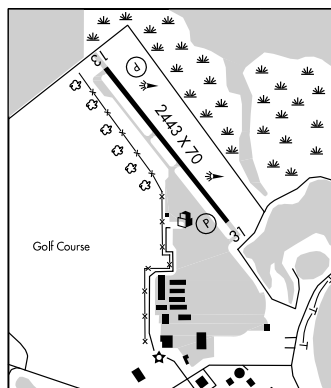
TOWER 118.6 (1500-0500Z†) GND CON 125.0

AIRSPACE: CLASS D svc 1500-0500Z† other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE OAK.

WOODSIDE (L) VORTACW 113.9 OSI Chan 86 N37°23.55' W122°16.88' 046° 8.9 NM to fld. 2270/17E.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at tower.



PANOCHÉ N36°42.93' W120°46.72' NOTAM FILE RIU.

SAN FRANCISCO

(L) VORTAC 112.6 PXN Chan 73 332° 21.3 NM to Los Banos Muni. 2060/16E.

H-3B, L-3C

VOR unusable 230°-280° byd 7 NM blo 9000'

RCO 122.1R 112.6T (RANCHO MURIETA RADIO)

PARADISE N33°55.10' W117°31.80' NOTAM FILE RAL.

LOS ANGELES

(H) VORTAC 112.2 PDZ Chan 59 287° 6.3 NM to Chino. 1432/15E.

COPTER

VORTAC unusable:

H-4I, L-3E, 4H, A

130°-145° byd 25 NM blo 5,000'

310°-325° byd 35 NM blo 10,900'

145°-190° blo 8000'

325°-345° byd 25 NM blo 11,500'

190°-230° blo 10,000'

345°-360° byd 35 NM blo 10,500'

VOR portion unusable:

145°-190° blo 8,000'

145°-190° byd 39 NM blo 13,500'

145°-190° byd 25 NM blo 10,000'

PARKER N34°06.12' W114°40.93' NOTAM FILE RAL.

LOS ANGELES

(H) VORTAC 117.9 PKE Chan 126 067° 20.7 NM to Avi Suquilla AZ. 1000/15E.

H-4J, L-4J, 5A

VOR portion unusable:

090°–110° beyond 25 NM below 3800'

110°–140° beyond 8 NM below 4200'

140°–155° beyond 20 NM below 4200'

155°–170° beyond 25 NM below 4900'

170°–185° beyond 30 NM below 4900'

DME portion unusable:

090°–167°

167°–170° by 25 NM blo 4900'

170°–185° by 30 NM blo 4900'

230°–240° by 33 NM blo 5900'

RCO 122.1R 117.9T (RIVERSIDE RADIO)

230°–240° beyond 33 NM below 5900'

260°–290° beyond 29 NM below 5900'

290°–300° beyond 33 NM below 6800'

300°–315° beyond 25 NM below 6800'

325°–335° beyond 25 NM below 5300'

260°–290° by 29 NM blo 5900'

290°–300° by 33 NM blo 6800'

300°–315° by 25 NM blo 6800'

325°–335° by 25 NM blo 5300'

PARSONS HERMITAGE (See GROVELAND)**PASO ROBLES MUNI** (PRB) 4 NE UTC–8(–7DT) N35°40.38' W120°37.63'

LOS ANGELES

840 B S2 FUEL 100LL, JET A OX 4 TPA—1840(1000) NOTAM FILE PRB

H-4H, L-3C, 7A

RWY 01–19: H6008X150 (ASPH–GRVD) S–60, D–106, 2S–134, 2D–150 HIRL

IAP

RWY 19: REIL. PAPI(P4L)—GA 3.0° TCH 39'.

RWY 13–31: H4701X100 (ASPH) S–30, D–50, 2D–90 MIRL

RWY 31: PAPI(P4L)—GA 3.0° TCH 39'. Tree.

AIRPORT REMARKS: Attended 1500–0200Z±. Fee for call out svc other

hours. 805–239–5860 (FBO). PPR for acft over 40,000 lbs,

contact airport manager 805–237–3877. Rwy lgts opr

dusk–0600Z±, after 0600Z±. ACTIVATE HIRL Rwy 01–19, MIRL

Rwy 13–31, PAPI Rwy 19 and Rwy 31, Rwy H1 perimeter

lgts—CTAF. Overnight tiedown fee.

WEATHER DATA SOURCES: ASOS 120.125 (805) 239–3593.**COMMUNICATIONS:** CTAF/UNICOM 123.0

RCO 122.4 (HAWTHORNE RADIO)

® OAKLAND CENTER APP/DEP CON 128.7

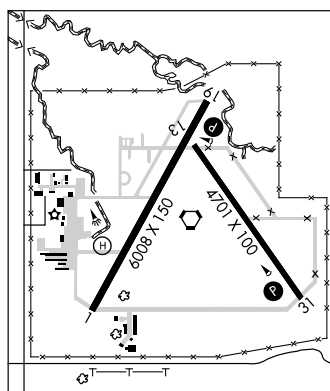
RADIO AIDS TO NAVIGATION: NOTAM FILE PRB.

(L) VORTACW 114.3 PRB Chan 90 N35°40.35'

W120°37.63' at fld. 817/16E. HIWAS.

HELIPAD H1: H100X100 (ASPH)

HELIPORT REMARKS: Helipad H1 perimeter lgts.

**PERRIS VALLEY** (L65) 1 SE UTC–8(–7DT) N33°45.88' W117°13.14'

LOS ANGELES

1413 S4 FUEL 100LL, JET A TPA—2413(1000) NOTAM FILE RAL Not insp.

COPTER

RWY 15–33: H5100X50 (ASPH)

H-4I, L-4H, A

RWY 15: Thld displcd 1900'. Trees. Rgt tfc.

RWY 33: Thld displcd 144'.

AIRPORT REMARKS: Attended dawn–dusk. Fuel available for emergency

use only. Parachute Jumping. Extensive ultralight and parachuting

activities daily, do not overfly arpt, avoid airspace adjacent East.

Ultralights on and in vicinity of arpt. Ultralight and parachuting

activities can be monitored on frequency 122.775. Rwy 15–33

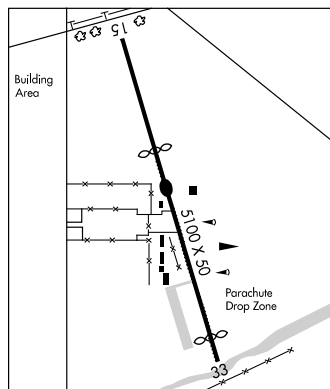
north 1000' CLOSED indef. Rwy 15–33 north 1900' asph poor

condition, remaining 3200' asphalt fair condition.

COMMUNICATIONS: CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE RAL.

PARADISE (H) VORTAC 112.2 PDZ Chan 59 N33°55.10'

W117°31.80' 106° 18.1 NM to fld. 1432/15E.

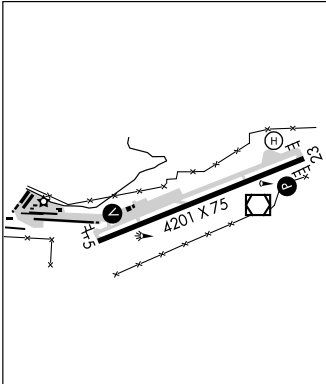


PETALUMA MUNI (O69) 1 NE UTC-8(-7DT) N38°15.47' W122°36.32' **SAN FRANCISCO**
90 B S4 **FUEL** 100LL, JET A OX 2, 3, 4 TPA-1090(1000) NOTAM FILE OAK L-2F, 3A, A
RWY 11-29: H3601X75 (ASPH) S-12.5 MIRL 0.4% up W IAP
RWY 11: Trees. **RWY 29:** PAPI(P4L)-GA 3.0° TCH 39'. Rgt tfc.
AIRPORT REMARKS: Attended 1600-0100Z±. Noise abatement procedure 800' MSL before crosswind turn, straight out climb to 1500' MSL for departures, downwind stay outside Adobe Road, avoid overflights of the Old Adobe Historic Park. ACTIVATE PAPI Rwy 29-CTAF.
WEATHER DATA SOURCES: AWOS-3 132.325 (707)773-1529. Plus precipitation.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **OAKLAND CENTER APP/DEP CON** 127.8
RADIO AIDS TO NAVIGATION: NOTAM FILE APC.
SCAGGS ISLAND (L) VORTACW 112.1 SGD Chan 58 N38°10.76' W122°22.39' 276° 11.9 NM to fld. 10/17E.

PETIS N34°03.39' W117°21.97' NOTAM FILE ONT. **LOS ANGELES**
NDB (HW) 397 SB 056° 6.9 NM to San Bernardine Intl. **COPTER**
L-4H, 7C, A

PINE MOUNTAIN LAKE (See GROVELAND)

PLACERVILLE (PVF) 3 E UTC-8(-7DT) N38°43.45' W120°45.20' **SAN FRANCISCO**
2585 B S4 **FUEL** 100LL, JET A TPA-3385(800) NOTAM FILE RIU L-3A
RWY 05-23: H4201X75 (ASPH) S-26 MIRL IAP
RWY 05: VASI(V4L)-GA 3.0° TCH 27'. Rgt tfc.
RWY 23: PAPI(P2L)-GA 3.75° TCH 28'.
AIRPORT REMARKS: Attended 1600-0100Z±. Fuel avbl 24 hrs by credit card. Deer on and invof rwy especially ngts. Rwy safety areas are non-standard length, severe drop off 100' byd end of Rwy 05 and Rwy 23. PPR for touch and go ldgs for acft over 12,500 pounds. Noise abatement procedures no mid-field departures, no turns W or N prior to 3400 MSL or clear of noise sensitive area. Rwy 23 after tkf make 10° left turn at end of rwy to avoid noise sensitive residential areas. ACTIVATE MIRL Rwy 05-23 and VASI Rwy 05 and PAPI Rwy 23-CTAF.
WEATHER DATA SOURCES: AWOS-3 128.125 (530)622-5698.
COMMUNICATIONS: CTAF/UNICOM 122.8
HANGTOWN RCO 122.1R 115.5T (RANCHO MURIETA RADIO)
Ⓡ **NORCAL APP/DEP CON** 127.4
RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.
HANGTOWN (L) VOR/DME 115.5 HNW Chan 102 N38°43.48' W120°44.96' at fld. 2583/17E.
.....
HELIPAD H1: H50X50 (CONC)
HELIPAD REMARKS: Helipad located on N side of Rwy 23 end, tfc pattern and noise abatement procedures apply.



POGGI N32°36.62' W116°58.75' NOTAM FILE SDM. **LOS ANGELES**
(L) VORTACW 109.8 PGY Chan 35 167° 2.3 NM to Brown Fld Muni. 580/14E. L-4H
VOR unusable 060°-080° beyond 27 NM below 8000'.
DME unusable:
005°-010° byd 35 NM. 060°-070° byd 27 NM
070°-110°

POINT ARENA N38°57.28' W123°44.43' **SAN FRANCISCO**
RCO 122.6 (OAKLAND RADIO) L-2G

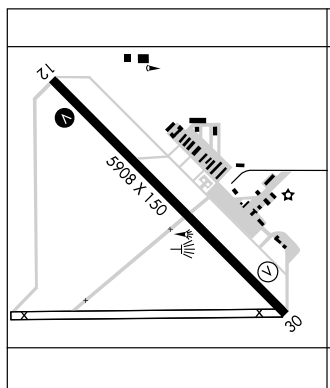
POINT MUGU NAS (NAVAL BASE VENTURA CO) (NTD)(KNTD) NAS (ANG) O N UTC-8(-7DT) **LOS ANGELES**
 N34°07.22' W119°07.26' **H-4H, L-3E, 4G, 7B**
 13 B NOTAM FILE NTD Not insp. **DIAP, AD**
RWY 03-21: H11102X200 (ASPH) PCN 62 R/C/W/T HIRL
RWY 03: SALSF. OLS. VASI(V4L)—GA 3.0° TCH 47'.
RWY 21: MALSF. OLS. RAIL. VASI(V4R)—GA 3.0° TCH 45'.
RWY 09-27: H5502X200 (ASPH) PCN 64 F/B/W/T HIRL
RWY 27: OLS.
ARRESTING GEAR/SYSTEM
RWY 03 HOOK E28(B) (2500') HOOK E28(B) (2502') **RWY 21**
RWY 09 HOOK E28(B) (641') HOOK E28(B) (1252') **RWY 27**
MILITARY SERVICE: JASU 3(NCPP-105) 8(A/M47A-4) 9(GTC-85) **FUEL** J5, J8 **FLUID** SP LHOX LOX **OIL**
 O-128-148 **TRAN ALERT** Opr weekdays 1400-0200Z; clsd alternate Fri, Sat, Sun and Federal Holidays. No
 tran acft outside these hrs without PPR.
MILITARY REMARKS: Opr 1500-0700Z. See FLIP AP/1 Supplementary Arprt Remarks and AP/1A. **RSTD** PPR. OPS Duty
 Officer DSN 351-8521, C805-989-8521. Prior coordination or flt advisory rqr AMC/NALO mission. **CAUTION**
 Extreme mid-air potential due to high density VFR general aviation tfc in vicinity. Civilian arprt (Camarillo) 6 NM N
 uncontrolled 0500-1500Z daily. High terrain to 1567' E of fld. Bird hazard. Hang glider activity vicinity Round
 Mt 4 NM NE SR-SS. **TFC PAT** Reduced rwy separation standards in effect USN/USMC acft. Rwy 21 dep do not
 commence turns until 500' and ½ NM offshore. Rwy 27 dep do not commence turns until 500'. **NS ABTMT** Avoid
 populated areas when possible due to extreme noise sensitive area. Procedure in effect 0200-1600Z. Expect
 Rwy 03 arr on Rwy 21 dep between 0200-1600Z and 24 hr weekdays, alternate Fri, Sat, Sun, and Federal
 Holidays. **CSTMS/AG/IMS** Customs, Agriculture, Immigration avbl during opr hr with 24 hr prior notice. **ANG** Channel
 Islands ANGB PPR DSN 893-7577, C805-986-7577.
COMMUNICATIONS: SFA ATIS 125.55 363.05
FILLMORE RCO 122.1R 112.5T (HAWTHORNE RADIO)
 (R) **APP/DEP CON** 128.65 307.275 (1500-0700Z)
 (R) **L.A. CENTER APP/DEP CON** 135.5 327.1 (0700-1500Z)
TOWER 124.85 135.175 290.375 340.2 (1500-0700Z, clsd holidays other times ctc L.A. Center App/Dep
 Con) **GND CON** 121.6 360.2 **CLNC DEL** 120.75 279.55
PMSV METRO 386.35 OTS indef. **BASE OPS** 267.5 **ANG OPS** 305.6
AIRSPACE: CLASS D svc 1500-0700Z other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE PRC.
FILLMORE (L) VORTAC 112.5 FIM Chan 72 N34°21.40' W118°52.88' 205° 18.5 NM to fld. 2200/15E.
 (L) **TACAN** Chan 43 NTD (110.6) N34°07.40' W119°07.32' at fld. 6/15E. NOTAM FILE OXR. Unmonitored
 0700-1500Z. TACAN unusable 060°-110° byd 15 NM blo 5,000'
ILS/DME 109.3 I-RRG Chan 30 Rwy 21. Unmonitored 0700-1500Z.
ASR/PAR (1500-0700Z)
COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima. Expanded Radar Svc—All flt conducted under
 positive control. Inbound acft not opr under ATC or Plead (132.425 306.6), ctc APP CON 25 NM out.

POINT REYES N38°04.79' W122°52.07' NOTAM FILE OAK. **SAN FRANCISCO**
 (H) **VORTACW** 113.7 PYE Chan 84 057° 15.4 NM to Gness Fld. 1340/17E. **H-3A, L-2F, 3A, A**
 San Francisco Intl ATIS avbl.
 VOR unusable 135°-305° beyond 20 NM below 3000'

POMONA N34°04.70' W117°47.22' NOTAM FILE POC. **LOS ANGELES**
 (L) **VORTAC** 110.4 POM Chan 41 at Brackett Fld. 1273/15E. **COPTER**
 VORTAC unusable: **H-4I, L-3E, 4H, 7C, A**
 300°-045° byd 20 NM
 VOR unusable:
 280°-300° byd 20 NM blo 13,000'
RCO 123.65 (RIVERSIDE RADIO)

PORTERVILLE MUNI (PTV) 3 SW UTC-8(-7DT) N36°01.78' W119°03.76'
 442 B S4 FUEL 80, 100LL, JET A TPA-1442(1000) NOTAM FILE PTV
RWY 12-30: H5908X150 (ASPH-PFC) S-30, D-70, 2D-110 HIRL
RWY 12: VASI(V4R)—GA 3.0° TCH 29'. Road.
RWY 30: REIL. VASI(V4R)—GA 3.0° TCH 60'. Road.
AIRPORT REMARKS: Attended May-Oct 1500-0300Z†, Nov-Apr 1600-0100Z†. For arpt attendant call 559-782-7540. Self svc fuel avbl 24 hrs with credit card. HIRL Rwy 12-30 preset low intensity dusk-0700Z†; after 0700Z† ACTIVATE—CTAF. ACTIVATE VASI Rwy 12—CTAF, VASI Rwy 30 operates continuously.
WEATHER DATA SOURCES: AWOS-3 134.625 (559)784-3874.
COMMUNICATIONS: CTAF/UNICOM 122.8
TULE RCO 122.1R 109.2T (RANCHO MURIETA RADIO)
® BAKERSFIELD APP/DEP CON 120.5 (1400-0700Z†)
L.A. CENTER APP/DEP CON 127.1 (0700-1400Z†)
RADIO AIDS TO NAVIGATION: NOTAM FILE PTV.
TULE (L) VOR/DME 109.2 TTE Chan 29 N35°54.78' W119°01.25' 328° 7.3 NM to fld. 580/16E.

SAN FRANCISCO
 H-41, L-3C, 9A
 IAP



POSO-KERN CO (See FAMOSO)

PRIEST N36°08.42' W120°39.90' NOTAM FILE OAK.
 (L) VORW 110.0 ROM 267° 23 NM to Mesa Del Rey.

SAN FRANCISCO
 L-3C

PROBERTA N40°06.84' W122°14.25' NOTAM FILE RBL.
NDB (HW) 338 PBT 327° 2.3 NM to Red Bluff Muni. Unmonitored. Unusable byd 15 NM.

KLAMATH FALLS
 L-2H

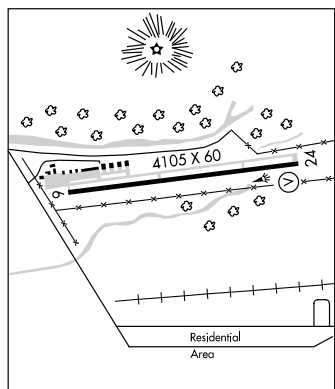
QUINCY N39°56.43' W120°55.73'
RCO 122.4 (RANCHO MURIETA RADIO)

SAN FRANCISCO
 L-11A

QUINCY

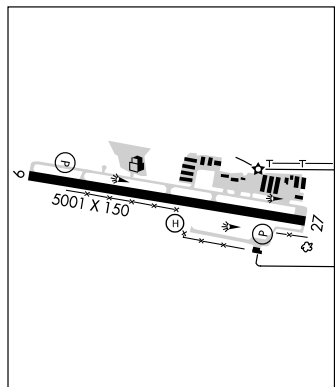
GANSNER FLD (201) 1 N UTC-8(-7DT) N39°56.63' W120°56.72'
 3415 B FUEL 100LL TPA-4415(1000) NOTAM FILE RIU
RWY 06-24: H4105X60 (ASPH) S-12.5 MIRL
RWY 06: Highway. **RWY 24:** VASI(V2L). Rgt tfc.
AIRPORT REMARKS: Unattended. 24 hr 100LL fuel by credit card.
CAUTION—Due to proximity of terrain normal opr are: for dep/touch and go Rwy 06 only; ldg on Rws 06 and 24. Ultralights on and invof arpt. Firefighting acft invof arpt May-Oct. Rapidly rising terrain with 100' trees on north side of rwy. Arpt rstd by arpt opr to acft maximum certificated tkf weight of 12,500 lbs or less. Rotating bcn located 2000' N of arpt on top of hill. Secondary white bcn 3 miles S of arpt. ACTIVATE MIRL Rwy 06-24—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
QUINCY RCO 122.4 (RANCHO MURIETA RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE TVL.
SQUAW VALLEY (L) VORW/DME 113.2 SWR Chan 79 N39°10.82' W120°16.18' 310° 55.5 NM to fld. 8850/16E. **HIWAS.**

SAN FRANCISCO
 L-11A



RAMONA (RNM) 2 W UTC-8(-7DT) N33°02.35' W116°54.92'
 1395 B S4 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE RNM
RWY 09-27: H5001X150 (ASPH) S-75, D-95, 2D-170 MIRL
RWY 09: PAPI(P2L)—GA 3.5° TCH 49'.
RWY 27: REIL, PAPI(P2L)—GA 3.5° TCH 32'.

LOS ANGELES
 H-4I, L-4H
 IAP, AD



AIRPORT REMARKS: Attended 1600-0200Z±. Be alert for birds year-round, various species, large and small. Helipads N of rwy not open to public. Ultralights not authorized. Forest Service fire fighting acft on and invof arpt. Air tankers in vicinity May-Nov frequently fly NSTD pattern entries. Voluntary jet curfew 0600-1500Z±. Noise abatement, tkf climb on rwy heading until 1900' MSL. TPA—2395(1000) single engine, 2895(1500) multi-engine. For information regarding fire fighting activity call arpt manager 760-788-3366. Rwy 27 calm wind rwy. ACTIVATE MIRL Rwy 09-27, REIL Rwy 27 and twy lgts—CTAF, PAPI Rwy 09-27 ops 24 hrs.

WEATHER DATA SOURCES: ASOS 132.025 (760) 789-0736.

COMMUNICATIONS: CTAF 119.875 ATIS: 132.025 UNICOM 122.95

Ⓡ SOCIAL APP CON 132.2

Ⓡ SOCIAL DEP CON 127.3

TOWER 119.875 (1600-0400Z±) GND CON 121.65

AIRSPACE: CLASS D svc 1600-0400Z± other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE SAN.

JULIAN (L) VORTACW 114.0 JLI Chan 87 N33°08.43' W116°35.16' 235° 17.7 NM to fld. 5560/15E.

HIWAS.

HELIPAD H1: H340X66 (ASPH-CONC)

HELIPORT REMARKS: Helipad use is not authorized when tower clsd.

RANCHO MURIETA (RIU) 1 W UTC-8(-7DT) N38°29.21' W121°06.17'

SAN FRANCISCO
 L-2F, 3A

141 **FUEL** 100LL, JET A TPA—941(800) NOTAM FILE RIU Not insp.

RWY 04-22: H3800X75 (ASPH)

RWY 04: VASI(V2L)—GA 3.0° TCH 12'. Road. Rgt tfc. **RWY 22:** VASI(V2L)—GA 3.0° TCH 12'. Tree.

AIRPORT REMARKS: Attended 1600-0100Z±. Arpt CLOSED at night. Deer on and invof rwy. Unmarked and unltd 65' trees SE and parallel to Rwy 04-22. +65' trees, +30' power lines parallel to Rwy 04-22. All ultralights must comply with FAR 103 and have an operating acft radio. All transient acft rqrd to park in designated transient area. Rwy 04 VASI OTS indef. Arpt lgts opr 1600-0100Z±.

COMMUNICATIONS: CTAF/UNICOM 122.8.

RCO 122.2 121.5 (RANCHO MURIETA RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE SAC.

SACRAMENTO (H) VORTACW 115.2 SAC Chan 99 N38°26.62' W121°33.10' 066° 21.3 NM to fld. 10/17E.

HIWAS.

RAND MOUNTAIN N35°20.31' W117°41.02'

LOS ANGELES
 L-7C

RCO 122.4 (RIVERSIDE RADIO)

RAVENDALE (039) 0 N UTC-8(-7DT) N40°48.20' W120°21.97'

KLAMATH FALLS

5299 TPA—6099(800) NOTAM FILE RNO

RWY 17-35: H2920X30 (ASPH)

RWY 35: Thld dsplcd 900'. Pole.

AIRPORT REMARKS: Unattended. Unpaved areas extremely soft when wet. Rwy 17-35 has numerous cracks and loose gravel.

COMMUNICATIONS: CTAF 122.9

REAM FLD (See IMPERIAL BEACH NOLF)

RED BLUFF MUNI (RBL) 2 S UTC-8(-7DT) N40°09.04' W122°15.14'

KLAMATH FALLS

352 B S4 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE RBL

H-3B, L-2H

Rwy 15-33: H5700X100 (ASPH) S-30, D-65, 2S-83 MIRL

IAP

Rwy 15: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Rgt tfc.

Rwy 33: REIL. VASI(V4L)—GA 3.0° TCH 40'.

AIRPORT REMARKS: Attended 1500Z±—dusk. Automated credit card fuel system 24 hours. Ultralight activity on and in/ov arpt. TPA—1852 (1500) turbo ops, 1352 (1000) others. Rwy 15 calm wind rwy.

ACTIVATE MIRL Rwy 15-33, PAPI Rwy 15 and VASI Rwy 33—CTAF.

WEATHER DATA SOURCES: ASOS 120.775 (530) 528-8030. HIWAS 115.7 RBL.

COMMUNICATIONS: CTAF/UNICOM 123.0

RCO 122.4 (RANCHO MURIETA RADIO)

® OAKLAND CENTER APP/DEP CON 132.2

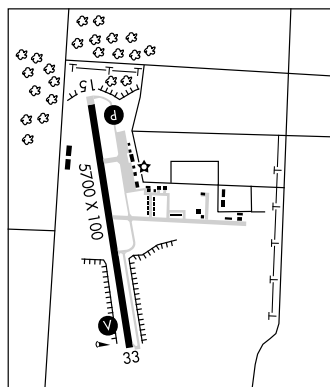
AIRSPACE: CLASS E svc continuous.

RADIO AIDS TO NAVIGATION: NOTAM FILE RBL.

(H) VORTACW 115.7 RBL Chan 104 N40°05.93'

W122°14.18' 329° 3.2 NM to fld. 322/18E. HIWAS.

VOR unusable 280°-300° below 3500'.



REDDING

BENTON FLD (O85) 1 W UTC-8(-7DT) N40°34.45' W122°24.45'

KLAMATH FALLS

719 B S2 FUEL 100LL, JET A TPA—1719(1000) NOTAM FILE RIU

Rwy 15-33: H2420X80 (ASPH) S-12.5 MIRL

Rwy 15: PAPI(P2L)—GA 3.5° TCH 40'. Trees. Rgt tfc.

Rwy 33: PAPI(P2L)—GA 3.5° TCH 40'. Tree.

AIRPORT REMARKS: Attended 1400Z±—dusk. High & low pressure & oxygen replacement bottles avbl in Redding. Large birds frequently on and in/ov arpt Oct-Apr. Steep bluff 100' from each rwy end. For noise abatement climb 1281' AGL before turning. Rwy 15-33 thld lghts are NSTD, being 13' short of the rwy thld. ACTIVATE MIRL Rwy 15-33, PAPI Rwy 15 and Rwy 33—CTAF. Twy lighting rwy entrances only.

COMMUNICATIONS: CTAF/UNICOM 122.8

REDDING MUNI (RDD) 6 SE UTC-8(-7DT) N40°30.54' W122°17.60'

KLAMATH FALLS

505 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks Class I, ARFF Index B

H-3B, L-2H

NOTAM FILE RDD

IAP, AD

Rwy 16-34: H7003X150 (ASPH-GRVD) S-98, D-128, 2S-135, 2D-195 HIRL

Rwy 16: REIL. VASI(V4L)—GA 3.0° TCH 36'. Tree.

Rwy 34: MALSR. PAPI(P4L)—GA 3.0° TCH 55'.

Rwy 12-30: H5067X150 (ASPH) S-60, D-72, 2S-91, 2D-110 MIRL

Rwy 12: Trees.

Rwy 30: PAPI(P2L)—GA 3.0°. Tree.

AIRPORT REMARKS: Attended dawn—dusk. PPR For unscheduled air carrier ops with more than 30 passenger seats. 0530-1430Z± call arpt manager 530-224-4321. For noise abatement avoid overflights of residential housing when possible. US Forest Service on fld, expect heavy air tanker activity during fire season. TPA—Light acft 1505(1000) Large-Turbo Jet acft 2005(1500). ACTIVATE HIRL Rwy 16-34, MIRL Rwy 12-30, VASI Rwy 16, MALSR Rwy 34 and twy lghts—CTAF.

WEATHER DATA SOURCES: ASOS (530) 221-7144.

COMMUNICATIONS: CTAF 119.8 ATIS 124.1 UNICOM 122.95

RCO 122.1R 108.4T (RANCHO MURIETA RADIO)

® OAKLAND CENTER APP/DEP CON 132.2

TOWER 119.8 (1430-0530Z±) GND CON 121.7

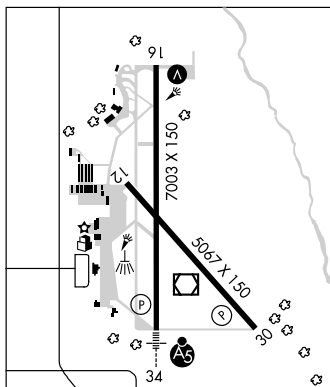
AIRSPACE: CLASS D svc 1430-0530Z± other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE RDD.

(T) VOR/DME 108.4 RDD Chan 21 N40°30.27' W122°17.50' at fld. 490/18E.

ILS/DME 108.7 I-RDD Chan 24 Rwy 34. ILS unmonitored when twr clsd. LOC back course unusable within 2 DME abv 2,000'.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.



REDLANDS MUNI (REI) 2 NE UTC-8(-7DT) N34°05.12' W117°08.78'
 1571 B S4 FUEL 100LL OX 1,2 TPA-2500(929) NOTAM FILE RAL
RWY 08-26: H4505X75 (ASPH) S-12.5 MIRL 2.3% up E
RWY 08: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Fence.
RWY 26: REIL. Trees. Rgt tfc.

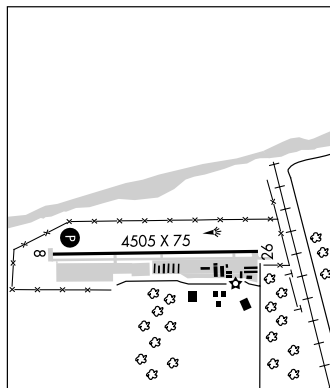
AIRPORT REMARKS: Attended 1600-0100Z±. Self serve 100LL fuel avbl
 24-7. ACTIVATE MIRL Rwy 08-26, REIL Rwy 08, REIL Rwy 26 and
 PAPI Rwy 08—CTAF.

COMMUNICATIONS: CTAF/AUNICOM 123.05

SOCAL APP/DEP CON 127.25

RADIO AIDS TO NAVIGATION: NOTAM FILE RAL.

PARADISE (H) VORTAC 112.2 PDZ Chan 59 N33°55.10'
 W117°31.80' 047° 21.6 NM to fld. 1432/15E.



LOS ANGELES
 COPTER
 L-4H, 7C, A
 IAP

REEDLEY MUNI (O32) 4 N UTC-8(-7DT) N36°40.26' W119°27.06'
 383 B S4 FUEL 100LL, JET A TPA-1383(1000) NOTAM FILE RIU
RWY 15-33: H3300X60 (ASPH) S-12 MIRL
RWY 15: REIL. PAPI(P2L)—GA 3.0° TCH 41'. Trees.
RWY 33: REIL. PAPI(P2R)—GA 4.0° TCH 49'. Tree. Rgt tfc.

AIRPORT REMARKS: Attended Mon-Fri 1600-0100Z±. Self svc fuel 24 hrs computerized credit card. For fuel phone
 number beside pumps; 7 days 1600-0100Z±. Rwy 15-33 PAEW adjacent rwy 2300-0300Z± every Mon.

ACTIVATE MIRL Rwy 15-33, REIL Rwy 15 and 33, and PAPI Rwy 15 and 33 and twy lgts—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.175 (559) 637-9453.

COMMUNICATIONS: CTAF/UNICOM 122.7

RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.

FRIANT (L) VORTACW 115.6 FRA Chan 103 N37°06.27' W119°35.73' 148° 26.9 NM to fld. 2380/17E.
 HIWAS.

SAN FRANCISCO
 L-3C, 9A

REEVES FLD (See LEMOORE NAS)

REID-HILLVIEW OF SANTA CLARA CO (See SAN JOSE)

REIGA N37°41.53' W121°41.05' NOTAM FILE LVK.
NDB (MHW/LOM) 374 LV 255° 6.5 NM to Livermore Muni.

SAN FRANCISCO
 L-2F, 3B

RIALTO MUNI (MIRO FLD) (L67) 3 NW UTC-8(-7DT) N34°07.73' W117°24.09'
 1455 B S4 FUEL 100LL, JET A OX 4 TPA—See Remarks NOTAM FILE RAL
RWY 06-24: H4500X100 (ASPH) D-60 MIRL 0.5% up SW
RWY 06: REIL. **RWY 24:** REIL. PAPI(P2L)—GA 3.5° TCH 40'. Rgt tfc.
RWY 17-35: H2650X50 (ASPH) S-12.5 MIRL 1.6% up N
RWY 17: Trees. Rgt tfc. **RWY 35:** PAPI(P2L)—GA 3.5° TCH 40'.

AIRPORT REMARKS: Attended 1600-0100Z†. After departure, no turn below 2455' MSL. Helicopters maintain 2000' MSL until N of Base line road, for clsd pattern remain N of Base line road. Avoid overflying residential areas west of arpt for noise abatement. Avoid overflying schools .5 mile east of arpt on turn from downwind to base. TPA fixed wing 2455(1000), helicopters 1955(500). Rwy 06-24 has 500' area each end of rwy. Rwy 06-24 5' brush covering rwy lighting. ACTIVATE MIRL Rwy 06-24 and Rwy 17-35, PAPI Rwy 24 and Rwy 35—CTAF.

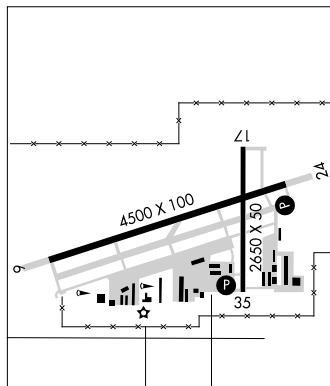
COMMUNICATIONS: CTAF/UNICOM 122.8

® **SOCAL APP/DEP CON 127.25**

RADIO AIDS TO NAVIGATION: NOTAM FILE RAL.

PARADISE (H) VORTAC 112.2 PDZ Chan 59 N33°55.10'
 W117°31.80' 012° 14.2 NM to fld. 1432/15E.

PETIS NDB (HW/LOM) 397 SB N34°03.39' W117°21.97'
 324° 4.7 NM to fld. NOTAM FILE ONT.



LOS ANGELES
COPTER
 L-4H, 7C, A
 IAP

RIO LINDA (L36) 1 S UTC-8(-7DT) N38°40.50' W121°26.73'
 45 B S4 FUEL 100LL OX 1, 3 TPA-845(800) NOTAM FILE RIU
RWY 17-35: H2625X42 (ASPH) S-12 LIRL

RWY 17: TRCV(TRIL)—GA 3.5° TCH 7'. Trees. Rgt tfc. **RWY 35:** Trees.

AIRPORT REMARKS: Attended 1600-0100Z†. Heavy jet tfc vicinity McClellan AFB. Tree lines east, west and north of arpt—unlighted. Touch and go landings not authorized. Ultralights not authorized. For noise abatement Rwy 17 right turn to heading 215° after txf to avoid overflight of school. Rotating beacon and VASI ops dusk-0800Z†. ACTIVATE LIRL Rwy 17-35 and TRCV Rwy 17 key 122.9 7 times.

COMMUNICATIONS: CTAF/UNICOM 123.0

SAN FRANCISCO

RIO VISTA MUNI (088) 3 NW UTC-8(-7DT) N38°11.60' W121°42.22'

20 B FUEL 100LL TPA-1020(1000) NOTAM FILE RIU

RWY 07-25: H4200X75 (ASPH) S-30 MIRL

RWY 07: PAPI(P2L)—GA 4.0°.

RWY 25: PAPI(P2L)—GA 4.0°. Rgt tfc.

RWY 14-32: H2200X60 (ASPH) S-12.5 MIRL

RWY 14: PAPI(P2L)—GA 4.0°. Pole.

RWY 32: PAPI(P2L)—GA 4.0° TCH 15'. Pole. Rgt tfc.

AIRPORT REMARKS: Unattended. Fast pay fuel system avbl 24 hours.

Rwy 25 calm wind rwy. Noise sensitive area N of Rwy 32. Do not overfly ranch and corrals off Rwy 32. All runways climb to 700' before turns. Rwy 07 PAPI OTS indef. Rwy 25 PAPI OTS indef. Rwy 14 PAPI OTS indef. ACTIVATE MIRL Rwy 07-25 and Rwy 14-32, PAPI Rwy 07 and Rwy 25 and Rwy 14 and Rwy 32—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.725

® **NORCAL APP/DEP CON** 125.25

RADIO AIDS TO NAVIGATION: NOTAM FILE SAC.

SACRAMENTO (H) VORTAC W 115.2 SAC Chan 99 N38°26.62'

W121°33.10' 189° 16.6 NM to fld. 10/17E. **HIWAS.**

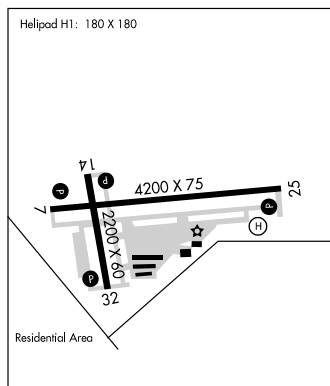
• • • • • **HELIPAD H1:** H180X180 (CONC) PERIMETER LGTS

HELIPORT REMARKS: No autorotations, hovering auto's or running landings to pavement. Helicopter tfc to helipad remain S of aprt 500'. When wind favors Rwy 14-32 helicopters may use apron area W of Rwy 14-32. Helicopter tfc to W apron remain W of aprt 500'.

SAN FRANCISCO

L-2F, 3A, A

IAP



RIVERSIDE

MARCH ARB (RIV)(KRIV) CIV/MIL 6 SE UTC-8(-7DT) N33°52.92' W117°15.54' LOS ANGELES
 1536 B TPA—See Remarks NOTAM FILE RIV Not insp. COPTER
RWY 14-32: H13300X200 (CONC) PCN 45 R/B/W/T HIRL CL H-41, L-4H, A
RWY 14: PAPI(P4L)—GA 2.5° TCH 56'. **RWY 32:** ALSF1. TDZL. PAPI(P4L)—GA 3.0° TCH 73'. DIAP, AD
RWY 12-30: H3059X100 (ASPH) PCN 23 F/A/W/T
ARRESTING GEAR/SYSTEM
RWY 14 HOOK BAK-12B(B) (1500') HOOK BAK-12B(B) (1500') **RWY 32**
MILITARY SERVICE:
JASU (MC-2A) (A/M32-86) (AM32-95). **FUEL J8.** **FLUID SP** LHOX LOX LHNT. **OIL SOAP** avbl only on reserve weekend. O-148. **TRAN ALERT** Opr Mon-Sat 1500-0400Z†, Sun 1500-0300Z†.
AIRPORT REMARKS: Attended 1500-0700Z†, clsd holidays. Ops 0700-1500Z† and on holidays rstd to KRIV based alert mission exc rqr 452 OG/CC approval. Extensive glider, skydiving, balloonist and ultralight activity at Perris Arpt, 7 NM south of March. Heavy glider activity from Hemet-Ryan Arpt, 15 NM southeast of March. Activity is heavy on weekends. Rwy 12-30 avbl for March ARB assigned Aero Club, CSTMS acft, and tran copter only, no exc. 24 hr prior notice/PPR for all tran acft, DSN 447-4404/2422, C951-655-4404. Tran acft no practice apch 0600-1400Z†. Daily 0000-1100Z†, no helicopter overflight or tfc pattern west of Rwy 01L-19R (over base housing) below 800' AGL. All inbound passengers/cargo acft must ctc Command Post 24 hr prior to arrival with type cargo and number of passengers. All acft will advise ATC prior to executing a Visibility Climp Over Arpt (VCOA). Transportation extremely ltd, prior coordination rqr, ctc DSN 447-2944 weekdays. Twy A parallel to civilian ramp, and Twy A from Twy B to Rwy 12-30 are 50' wide. Parking rows Mary 9 and Mary 10 are permanently clsd to all acft, medium to large frame acft are not allowed to taxi on Lima parking row without a follow me escort. Category II opr is authorized for civil use only. Civilian pilots are reminded to check Mil NOTAM with AFSS or https://www.pilotweb.nas.faa.gov/distribution/atccsc.html. NSTD rwy marking—assault strip mark (3500x90) painted on Rwy 32 (base assigned C-17 only). TPA—rectangular 3000 (1464), overhead 3500 (1964). CSTMS, AG avbl thru Airfield Management OPS, 24 hr prior coordination rqr with initial ctc before dep to March DSN 447-4404. RSRs authorized for Det 144 F/W F16 acft only. Wx station opr 24 hrs. For additional information ctc the 25th OWS at Davis Monthan AFB, AZ DSN 228-6698, C520-228-6698, toll free 1-877-451-8367 ext 1.
MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Info. **RSTD** Twy C clsd beginning 100' from edge of intersection Rwy 32, clsd 250' in length. Inbound acft with passengers or distinguished visitor ctc Command Post no later than 60 min prior to ETA and again within 20 NM of Base. Helicopter ldg pad clsd. Tran acft with ordnance not authorized. Wheel crossing height data: GP1 (50.86). **CAUTION** Twy C—two small open trenches within construction area 2' wide, 250' long both sides of new construction shoulders. East portion of Twy C and hazard cargo pad on Twy C can be entered and exited from Rwy 30. **MISC** Automated/Augmented AWOS in use.
COMMUNICATIONS: ATIS 134.75 239.05 **PTD** 372.2 (Reception extremely limited due to high surrounding terrain.)
HOMELAND RCO 122.1R 113.4T (RIVERSIDE RADIO)
 (R) **APP/DEP CON** 119.25 133.5 284.0 324.1 1500-0700Z†, clsd holidays, other times ctc
 (R) **SOCAL APP/DEP** 134.0 278.3
TOWER 127.65 253.5 **GND CON** 121.75 335.8 **CLNC DEL** 121.75 335.8
COMD POST 311.0 349.4 **PMSV METRO** 239.8. Wx Station opr 24 hrs. During evacuation of WT, ctc 25 OWS at DSN 228-6598, C520-228-6598.
AIRSPACE: CLASS C svc 1500-0700Z†, clsd holidays, other times CLASS D.
RADIO AIDS TO NAVIGATION: NOTAM FILE RAL.
PARADISE (H) VORTAC 112.2 PDZ Chan 59 N33°55.10' W117°31.80' 084° 13.7 NM to fld. 1432/15E.
HOMELAND (L) VOR 113.4 HDF N33°46.58' W117°11.12' 315° 7.3 NM to fld. 1414/14E.
(L) TACAN Chan 77 RIV (113.0) N33°54.40' W117°16.45' 141° 1.7 NM to fld. 1540/14E. No NOTAM MP Thu 1500-1700Z† (1500 3+1).
TACAN unusable:
 035°-055° byd 30 NM blo 17,500' 305°-330° byd 30 NM blo 13,000'
 210°-220° byd 30 NM blo 10,000' 330°-350° byd 15 NM blo 17,000'
 250°-275° byd 20 NM blo 8,000' 350°-035° byd 30 NM blo 14,000'
ILS 110.1 I-RIV Rwy 32. Class II. No NOTAM MP schedule: LOC/GS Tue 1500-1700Z† (1500/3+1).
RADAR or DME rqr. ILS/RADAR-RADAR DASR No NOTAM MP Mon 1500-1700Z† (3000/5+1)

RIVERSIDE MUNI (RAL) 4 SW UTC-8(-7DT) N33°57.11' W117°26.71'

LOS ANGELES

819 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks NOTAM FILE RAL

COPTER

RWY 09-27: H5401X100 (ASPH) S-48, D-70, 2S-89, 2D-110 MIRL 1.1% up E

H-41, L-4H, A

RWY 09: MALSR. PAPI(P4L)—3.0° TCH 41'. RWY 27: REIL. PAPI(P4L)—3.0° TCH 40'. Ground.

IAP, AD

RWY 16-34: H2850X50 (ASPH) S-40, D-50, 2D-80

MIRL 0.8% up N

RWY 16: Pole. Rgt tfc.

RWY 34: PAPI(P2L)—GA 3.0° TCH 36'. Tree.

AIRPORT REMARKS: Attended 1500-0200Z†. For fuel after hrs call 951-321-0091. Numerous power lines 1780'-2887' N of Rwy 16 thld at or blo 80' AGL. Rwy 09 drain 8' deep at 100' from rwy end. Rwy 27 -20' ditch 50' from rwy end. Rwy 16-34 limited by arpt operator to 12,500 pounds single wheel gear. Power plant 3000' N of Rwy 16 thld producing thermal plume, avoidance advised. Noise abatement procedures in effect ctc arpt manager 951-351-6113. TPA—1819(1000) light acft, 2319(1500) jet and all other acft. Acft departing Rwy 09 and Rwy 27 not visible to acft at other end of rwy. S 1400' of Rwy 34 and Twy J and Twy B not visible from twr. REIL Rwy 27 OTS indef. ACTIVATE MIRL Rwy 09-27 and Rwy 16-34, MALSR Rwy 09, Twy lgts and helipad perimeter lgts—121.0. PAPI Rwy 09, Rwy 27, and Rwy 34 opr continuously.

WEATHER DATA SOURCES: ASOS (951) 352-4392. LAWRs.

COMMUNICATIONS: CTAF 121.0 ATIS 128.8 (951) 688-7257

UNICOM 122.95

RIVERSIDE RCO 122.2 122.05 (RIVERSIDE RADIO)

Ⓡ SOCIAL APP/DEP CON 135.4

TOWER 121.0 (1500-0400Z†) GND CON 121.7

AIRSPACE: CLASS D svc 1500-0400Z† other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE RAL.

PARADISE (H) VORTAC 112.2 PDZ Chan 59 N33°55.10' W117°31.80' 050° 4.7 NM to fld. 1432/15E.

(T) VOR 112.4 RAL N33°57.31' W117°26.99' at fld.

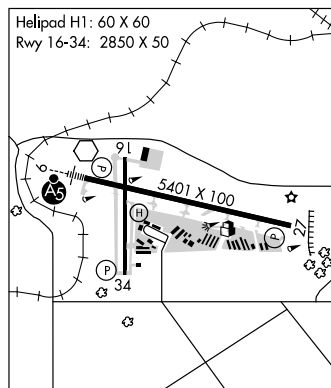
ILS 110.9 I-RAL Rwy 09. Class IB. ILS unmonitored when twr clsd. LOC unusable byd 10° left of course.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at FSS.

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HELIPAD H1: H60X60 (ASPH)

HELIPAD REMARKS: ACTIVATE perimeter lgts Helipad H1—121.0.



RIVERSIDE (RUBIDOUX)

FLABOB (RIR) 3 NW UTC-8(-7DT) N33°59.33' W117°24.60'

LOS ANGELES

764 S4 FUEL 80, 100LL TPA—See Remarks NOTAM FILE RAL Not insp.

COPTER

RWY 06-24: H3200X50 (ASPH) S-4 MIRL (NSTD)

L-4H, A

RWY 06: Trees. RWY 24: Trees.

AIRPORT REMARKS: Attended Mon-Fri 1630-0030Z†. Mountain 1340' MSL ¾ mile SE of arpt, +20' cross on top. TPA—1464(700). Night TPA—1764(1000) around the mountain. Avoid over flight of trailer park 1000' east of Rwy 06-24 on tkf. Dep to the S etc Riverside Twr. Rwy 24 after tkf turn 10°; stay N of riverbed. Rwy 24 calm wind rwy. Helicopter flt training prohibited. Rwy 06-24 NSTD MIRL, one red/green lgt each side of thld.

ACTIVATE MIRL Rwy 06-24—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE RAL.

PARADISE (H) VORTAC 112.2 PDZ Chan 59 N33°55.10' W117°31.80' 040° 7.3 NM to fld. 1432/15E.

ROGERS FLD (See CHESTER)

ROHNERVILLE (See FORTUNA)

ROSAMOND SKYPARK (LØØ) 3 W UTC-8(-7DT) N34°52.23' W118°12.33'					LOS ANGELES
2415 B FUEL 100LL TPA—See Remarks NOTAM FILE RAL					L-3D, 7B
RWY 08-26: H3600X50 (ASPH) LIRL (NSTD)					
RWY 08: Thld dsplcd 300'. Rgt tfc.					RWY 26: Thld dsplcd 200'. Trees.
AIRPORT REMARKS: Unattended. Hill NE of arpt. Terrain approximately 3200' MSL 2 miles northeast and 3 miles northwest of arpt. Arpt use restricted by arpt manager to acft having a maximum certificated gross tkf weight of 12,500 lbs or less. Ctc arpt manager for additional information (888) 397-6290. Gliders, ultralights and helicopters tfc pattern N of rwy. Powered acft only may use S traffic pattern. No touch and go landings between 0600-1500Z†. Avoid over flight of schools 1 mile E and 2 miles W. Calm wind use Rwy 26. TPA—3215(800); gliders 2915(500). Maintain rwy heading until reaching arpt boundary. Rwy 08-26 NSTD LIRL 25' from edge of rwy. ACTIVATE LIRL Rwy 08-26 and bcn—CTAF.					
COMMUNICATIONS: CTAF 122.9					
RADIO AIDS TO NAVIGATION: NOTAM FILE PMD.					
PALMDALE (H) VORTAC 114.5 PMD Chan 92 N34°37.88' W118°03.83' 319° 15.9 NM to fld. 2498/15E.					

ROUND VALLEY (See COVELO)					
RUTH (T42) 7 S UTC-8(-7DT) N40°12.69' W123°17.86'					KLAMATH FALLS
2781 TPA—3781(1000) NOTAM FILE RIU					L-2H
RWY 13-31: H3500X50 (ASPH) S-12					
RWY 13: Berm.					RWY 31: Hill.
AIRPORT REMARKS: Unattended. Arpt CLOSED ngt. Intermittently closed winters due to snow, ctc county transportation office for information 530-623-1365. High terrain all quadrants.					
COMMUNICATIONS: CTAF/UNICOM 122.8					
RADIO AIDS TO NAVIGATION: NOTAM FILE RBL.					
RED BLUFF (H) VORTACW 115.7 RBL Chan 104 N40°05.93' W122°14.18' 260° 49.3 NM to fld. 322/18E. HIWAS.					

ROY WILLIAMS (See JOSHUA TREE)					
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SACRAMENTO

Mc CLELLAN AIRFIELD (MCC)(KMCC) P (CG) 6 NE UTC-8(-7DT) N38°40.06' W121°24.04'

77 B S4 OX 1, 2 FUEL 100LL, JET A, A+ NOTAM FILE MCC

RWY 16-34: H10600X200 (CONC-GRVD) S-155, D-300, 2S-175, 2D-500, 2D/D1-620, C5-840 HIRL(NSTD)

RWY 16: SSALR. PAPI(P4L)—GA 3.0° TCH 51'. Rgt tfc.

MILITARY SERVICE: FUEL A+ (C916-641-8970)

AIRPORT REMARKS: Attended continuously. Self-svc 100LL fuel west side Twy K. Fld conditions, rwy, twy and apron good. Rwy 16-34 marked for 150' width. Strict compliance rqr with noise abatement program. All acft exit rwy to the east, no services west side. NSTD HIRL located 25' from rwy edge markings. ACTIVATE HIRL Rwy 16-34, SSALR Rwy 16 and twy lgts—CTAF. PAPI Rwy 16 and Rwy 34 opr continuously. Ldg fee charged for all commercial ops.

MILITARY REMARKS: RSTD C5 touch and go prohibited. Tran acft PPR for USCG ramp C916-643-7659, with crew list for arr/dep passengers.

WEATHER DATA SOURCES: AWOS-3 125.975 (916) 641-1272.

COMMUNICATIONS: CTAF/UNICOM 122.975

Ⓡ NORCAL APP/DEP CON 127.4 317.5 CLNC DEL 119.825

PMSV METRO 344.6 (Part time.) USCG COMSRA SAN FRAN 3123 5696 8984 11201 (Opr 0500-1100Z†.)

USCG SACRAMENTO 167.9 237.9.

RADIO AIDS TO NAVIGATION: NOTAM FILE MCC.

(T) VORW/DME 109.2 MCC Chan 29 N38°40.04' W121°24.25' at fld. 72/17E. Unmonitored 0030-1600Z†.

VOR portion unusable:

090°-150° blo 3,000'

090°-150° byd 10 NM blo 5,000'

090°-150° byd 15 NM blo ,7000'

DME portion unusable:

210°-300° blo 5,000'

ILS 109.7 I-MCC Rwy 16. Class IA. Unmonitored.

SAN FRANCISCO

H-3B, L-2G, 3A

IAP, AD

170°-340° beyond 5 NM blo 5,000'

170°-340° byd 15 NM blo 7,000'

280°-340° byd 5 NM blo 5,000'

280°-340° byd 15 NM blo 7,000'

SAN FRANCISCO

H-3B, L-2G, 3A

IAP. AD

RWY 20: REIL. VASI(V4L)—GA 3.0° TCH 52'. Tree.

MIRL

RWY 12: REIL. PAPI(P4R)—GA 3.0° TCH 50'. Tree.

RWY 30: REIL. PAPI(P4R)—GA 3.5° TCH 50'. Tree.

RWY 16-34: H3485X150 (ASPH) S-60, D-85, 2S-108, 2D-90

RWY 16: Tree. RWY 34: Tree.

AIRPORT REMARKS: Attended 1400-0500Z+. Birds invof arpt. Prior permission from arpt opr rqr for acft over 50,000 lbs maximum tkf weight. Rwy 16 CLOSED to takeoffs of turbo-jet acft. No touch and go landings, low apchs or practice instrument apchs between hrs 0500-1400Z+. For more information call 916-874-0359. No mid-field, intersection or formation tkfs. Rwy 16 blast pad from Rwy 12-30 intersection to north hangars clsd permanently to acft taxi. Rwy 20 calm wind rwy. Ditch and concrete bridge in Rwy 02-20 safety area located 500' prior to Rwy 02 thld on centerline. Golf course lights shine across Rwy 02 final apch 800' rwy centerline dusk to 0600Z+. TPA-1024(1000), turbine and large aircraft 1524(1500). Arpt noise abatement procedures in effect 0500-1400Z+ for more information call 916-875-9037 or 916-875-916-929-5000. VASI Rwy 20 ops continuously. When twr clsd ACT

WEATHER DATA SOURCES: ASOS (916) 421-0923.

COMMUNICATIONS: CTAF 119.5 ATIS 125.5 (916) 428-7066 UNICOM 122.95

SACRAMENTO RCO 122.05 (RANCHO MURIETA RADIO)

® NORCAL APP/DEP CON 125.25 (Southeast-Northwest) 127.4 (North-East)

EXEC TOWER 119.5 (1400-0500Z±) GND CON 125.0

AIRSPACE: CLASS D svc 1400-0500Z± other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE SAC.

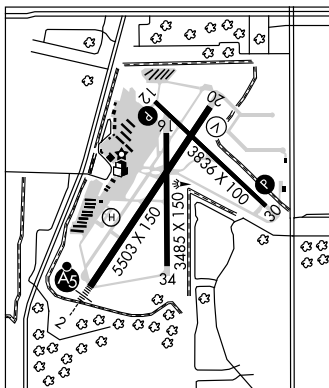
(H) VORTACW 115.2 SAC Chan 99 N38°26.62' W121°33.10' 017° 5.0 NM to fld. 10/17E.

EXECC NDB (LOM) 356 SA N38°26.99' W121°32.78' 019° 4.5 NM to fld. HIWAS.

ILS 110.3 I-SAC Rwy 02. Class IA. LOM EXECC NDB. ILS unmonitored when tower closed.

HELIPAD H1: H60X60 (ASPH)

HELIPORT REMARKS: Helipad H1 perimeter lgts.



SACRAMENTO INTL (SMF) 10 NW UTC-8(-7DT) N38°41.73' W121°35.45'

SAN FRANCISCO

27 B S6 FUEL 100LL, JET A LRA Class I, ARFF Index C NOTAM FILE SMF

H-3B, L-2G, 3A

RWY 16L-34R: H8601X150 (CONC-GRVD) S-100, D-209, 2S-175, 2D-407, 2D/2D2-850 HIRL CL

IAP, AD

RWY 16L: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 64'. Rgt tfc.

RWY 34R: PAPI(P4L)—GA 3.0° TCH 64'. Rgt tfc.

RWY 16R-34L: H8600X150 (ASPH-PFC) S-100, D-209, 2S-175, 2D-407, 2D/2D2-850 HIRL CL

RWY 16R: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 72'. Rgt tfc.

RWY 34L: MALSR. VASI(V4L)—GA 3.0° TCH 59'.

AIRPORT REMARKS: Attended continuously. Birds on and in/ovf arpt. Crop

duster opr in/ovf arpt at or blo 200' AGL. Rwy 16R-34L DC-10-10 and DC-10-30 maximum gross weight allowance 500,000

pounds. All acft ctc ground control prior to movement on ramp.

The maximum allowable gross acft load for Twys G1, G2, and the

general aviation parking apron is 70,000 lbs for single gear acft,

170,000 lbs for dual gear acft, and 250,000 lbs for dual tandem

gear acft. An acft cannot exceed the airplane design group III

criteria and must have a wheel base of less than 60 ft. Noise

sensitive areas W of arpt on SAC River. Military acft parking will

be limited due to construction. Ctc arpt ops if parking is rqr'd

916-806-5351. Taxilane between Twy A10 and intersection of

Twy A9 and Twy Y4 clsd to acft with wingspan over 125'. Portion

Twy W 500' east of Twy A to 2100' east of Twy A is not visible from twr. Twy Y4 will be open and restricted to

acft with a wingspan of less than 118' (group III) and will be clsd nightly for remaining overnight parking or

anytime remaining overnight pad is utilized. Due to construction activity, acft may encounter difficulties

performing transponder checks in and around gates located at terminal B1 and B2. Problem may be alleviated

by performing transponder checks while taxiing out to Twy A. Numerous construction cranes and equipment will

be operating south of Twy W between Twy Y2 and the remaining overnight pad. No crane or other equipment will

be more than 275' AGL. Equipment will be flagged and lighted or lowered during the hrs of low visibility or

darkness. Common use Jet bridges B35 and B37 are to be utilized for acft tow-in and tow-out ops only. All

other acft, with the exception of E120 ops, must shutdown power prior to approaching gates and shall be towed

into place. Local turn discouraged for jet acft. When conducting IFR apch in VFR conditions execute missed apch

at dep end of rwys. Plan VFR patterns to E. Use minimum power settings. Rwy 16R ALSF2 operates as SSALR till

weather goes blo VFR. Rwy 16R ALSF2 unmonitored.

WEATHER DATA SOURCES: ASOS (916) 649-3996.

COMMUNICATIONS: D-ATIS 126.75 (916) 874-0679. **UNICOM** 122.95

Ⓡ **NORCAL APP/DEP CON** 125.4 (Northeast) 125.25 (South-Southwest) 127.4 (East-Southeast) 134.8 (West-North)

CAPITOL TOWER 125.7 **GND CON** 121.7 **CLNC DEL** 121.1

AIRSPACE: CLASS C svc continuous ctc **APP CON** 125.25 (SW) 134.8 (West)

RADIO AIDS TO NAVIGATION: NOTAM FILE SAC.

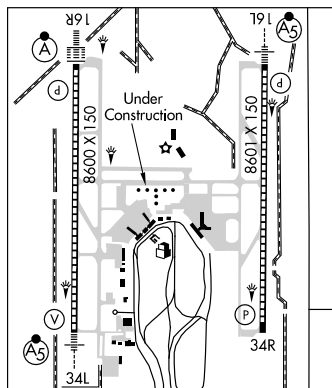
(H) **VORTACW** 115.2 **SAC** Chan 99 N38°26.62' W121°33.10' 336° 15.2 NM to fld. 10/17E. **HIWAS.**

METRE NDB (LOM) 230 **SM** N38°47.70' W121°35.96' 159° 6.0 NM to fld.

ILS/DME 111.75 **I-MDK** Chan 54(Y) Rwy 16L. Class IA.

ILS/DME 111.1 **I-SMF** Chan 48 Rwy 16R. Class IIIE. **LOM METRE NDB.**

ILS/DME 111.1 **I-HUX** Chan 48 Rwy 34L. Class IE.



SAN FRANCISCO

H-3B, L-2G, 3A

IAP, AD

RWY 04R: VASI(V4L)—GA 3.0° TCH 50'. Rgt tfc.

RWY 22L: MALSR, VASI(V4L)—GA 3.0° TCH 55'

RWY 04L-22R: H6040X150 (ASPH) S-90, D-105, 2S-133, 2D-190
MIRL

RWY 22R: Rgt tfc.

AIRPORT REMARKS: Attended Mon 1300–Sat 0500Z±, Sun

1300-0500Z+. Birds invof arpt. Be alert for large transport acft

tkfs and ldgs and high performance military T-38 jets. Avoid noise

sensitive residential areas North/East of Rwy 22L ILS final apch

course. Turbojet nighttime noise abatement arrival and departure

procedures in effect 0600–1500Z±. Pilot information on noise

abatement 916-874-0800. Rwy 22L calm wind rwy. TPA for

piston acft 1099 (1000); Turbine 1899 (1800). Acft entering Rwy

22R tfc pattern from the north should expect to fly base leg

extended 2 miles from rwy thld. Twy D limited to acft with

maximum gross weight 50,000 lbs or less. Twy D1 limited to acft

with maximum gross weight 17,000 lbs or less. When twr closed

ACTIVATE MIBL Rwy 04L-22R. HIRL Rwy 04R-22L. VASI Rwy 04R

22L and MALSR Rwy 22L—CTAF.

WEATHER DATA SOURCES: AWOS-3 (916) 231-0103. SAWRS

COMMUNICATIONS: CTAF 120.65 ATIS 118.325 UNICOM 123.075

SACRAMENTO RCO 122.05 (RANCHO MURIETA RADIO)

® NORCAL APP/DEP CON 127.4 GND CON 121.85 CLNC DEL 121.85

TOWER 120.65 (Mon 1300Z±–Sat 0500Z±, Sun 1300–0500Z±)

AIRSPACE: CLASS D svc Mon 1300Z±–Sat 0500Z± and Sun 1300–0500Z±, other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE SAC.

SACRAMENTO (H) VORTAC 115.2 SAC Chan 99 N38°26.62' W121°33.10' 044° 13.7 NM to fld. 10/17E.

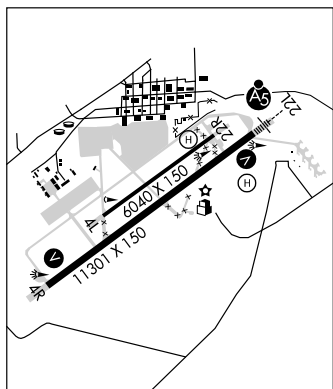
HIWAS.

ILS/DME 110.7 I-MHR Chan 44 Rwy 22L. ILS unmonitored when twr clsd.

• • • • •

HELIPAD H1: H30X30 (ASPH)

HELIPAD H2: H100X100 (ASPH)



SALINAS MUNI (SNS) 3 SE UTC-8(-7DT) N36°39.77' W121°36.38'
 85 B S4 **FUEL** 100LL, JET A OX3 TPA-885(800) NOTAM FILE SNS
RWY 08-26: H6004X150 (ASPH) S-25, D-32, 2D-62 MIRL
RWY 08: VASI(V4L)—GA 3.0° TCH 53'. Thld dsplcd 396'. Rgt tfc.
RWY 26: VASI(V4L)—GA 3.0° TCH 43'.
RWY 13-31: H4825X150 (ASPH) S-65, D-100, 2S-127, 2D-170
 MIRL
RWY 13: REIL. VASI(V4L)—GA 3.0° TCH 50'. Trees.
RWY 31: MALSR. PAPI(P2L)—GA 3.0° TCH 59'. Rgt tfc.
RWY 14-32: H1900X50 (ASPH) S-30, D-45, 2D-75
RWY 14: Tree.

AIRPORT REMARKS: Attended continuously. Rwy 14-32 PPR call arpt
 manager 831-758-7214. Portions of Twy B between D and N
 limited twr svc provided. When twr clsd ACTIVATE MIRL Rwy
 08-26, MIRL Rwy 13-31, and MALSR Rwy 31—CTAF. REIL Rwy
 13, VASI Rwy 08 and Rwy 26, VASI Rwy 13 and PAPI Rwy 31
 operate continuously. NOTE: See Special Notices—California
 Condors.

WEATHER DATA SOURCES: ASOS (831) 422-2830. HIWAS 117.3 SNS.
 LAWRS.

COMMUNICATIONS: CTAF 119.4 ATIS 124.85 UNICOM 122.95
 RCO 122.6 (OAKLAND RADIO)

Ⓡ **NORCAL APP/DEP CON** 133.0 (360°-150°)

TOWER 119.4 (Oct-Mar 1400-0300Z†, Apr-Sep 1300-0300Z†) **GND CON** 121.7

AIRSPACE: CLASS D svc Oct-Mar 1400-0300Z†, Apr-Sep 1300-0300Z† other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE SNS.

(H) **VORTACW** 117.3 SNS Chan 120 N36°39.83' W121°36.19' at fld. 101/17E. **HIWAS.**

VOR portion unusable:

010°-016° byd 22 NM blo 7,000'

010°-016° byd 26 NM blo 8,000'

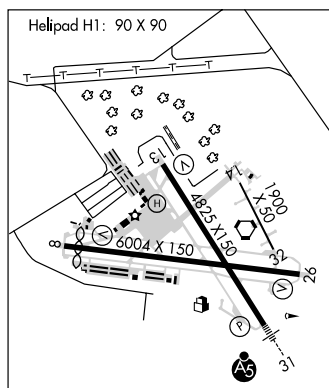
DME portion unusable:

010°-080° byd 22 NM blo 8,000'

CHUALAR NDB (MHW) 263 UAD N36°29.46' W121°28.50'

ILS 108.5 I-SNS Rwy 31.

Unusable 360°-080° byd 10 NM, 135°-245° byd 10 NM.



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HELIPAD H1: H90X90 (ASPH-CONC-AFSC)

SALTON CITY

SALTON SEA (SAS) 1 SW UTC-8(-7DT) N33°14.47' W115°57.16'

PHOENIX

-84 TPA-716(800) NOTAM FILE SAN

RWY 07-25: 5000X75 (GRVL) S-28

RWY 07: Rgt tfc.

AIRPORT REMARKS: Unattended. Two inch rocks on rwy. Loose gravel in vicinity of parking area. Occasional ultralight
 activity on weekends.

COMMUNICATIONS: CTAF 122.9

SAN ANDREAS

CALAVERAS CO-MAURY RASMUSSEN FLD (CPU) 4 SE UTC-8(-7DT)

SAN FRANCISCO

N38°08.77' W120°38.89'

1325 B S4 **FUEL** 100LL NOTAM FILE RIU

RWY 13-31: H3603X60 (ASPH) S-12.5 MIRL 0.6% up SE

RWY 13: Tree. **RWY 31:** VASI(V4R) —GA 3.0° TCH 31'. Rgt tfc.

AIRPORT REMARKS: Attended Nov-Apr 1600-0100Z†, May-Oct 1500-0200Z†. For attendant after hours call
 209-736-2501 or 209-754-1908. Helicopter parking positions southeast corner of arpt. MIRL Rwy 13-31 ops
 dusk-0800Z†; after 0800Z† ACTIVATE MIRL—CTAF. ACTIVATE VASI Rwy 31—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.525 (209) 736-2523.

COMMUNICATIONS: CTAF/UNICOM 123.0

ANGLES CAMP RCO 122.3 (RANCHO MURIETA RADIO)

NORCAL APP/DEP CON 125.1

RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.

LINDEN (H) VORTAC 114.8 LIN Chan 95 N38°04.48' W121°00.23' 059° 17.4 NM to fld. 260/17E.

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HELIPAD H1: H65X65 (ASPH)

HELIPAD H2: H65X65 (ASPH)

SAN BERNARDINO INTL (SBD) 2 SE UTC-8(-7DT) N34°05.73' W117°14.07'

1159 B S4 FUEL 100LL, JET A OX 1 TPA-1959(800) LRA Class IV, ARFF Index A

NOTAM FILE RAL

LOS ANGELES**COPTER**

H-41, L-4H, 7C, A

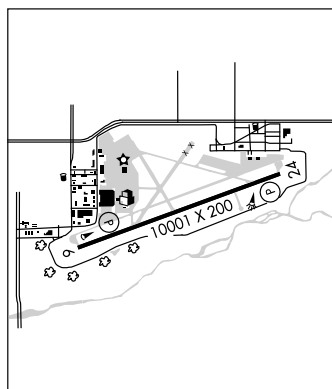
IAP, AD

RWY 06-24: H10001X200 (CONC-GRVD) S-97, D-265, 2D-890, 2D/2D2-960 HIRL**RWY 06:** PAPI(P4L)—GA 3.0° TCH 52'. Rgt tfc. 0.7% up.**RWY 24:** PAPI(P4L)—GA 3.0° TCH 50'. 0.8% down.

AIRPORT REMARKS: Attended 1600-0100Z†. After hours general aviation access and fuel available with PPR call fixed base operator 909-382-0101. Periodic live firefighting training producing smoke and light emissions approximately 6000' northeast of Rwy 06 thld. Rwy 06 designated calm wind rwy. High terrain N and E of arpt. Rwy 06-24 strength rated for the A380 at 1,300,000 lbs. Fire fighting acft ctc US Forest Svc tanker base on ground frequency 123.975. 24 hr PPR for air carrier acft operating under FAR Part 121 or Part 380, ctc arpt manager via pager at 909-426-4324, ARFF avbl with 24 hr prior permission only. Twy F lgtg OTS indef. Rwy 24 PAPI unusable byd 4 NM due to high terrain. HIRL preset low ints, to increase ints ACTIVATE—CTAF. PAPI Rwy 06 and Rwy 24 operate continuously.

WEATHER DATA SOURCES: AWOS-3 124.175 (909) 382-0067.**COMMUNICATIONS:** CTAF 119.45 ATIS 124.175 UNICOM 122.975

Ⓡ **SOCAL APP/DEP CON** 135.4 (S-SW) 134.0 (E-S) 127.25 (N-NE) 125.5 (SW-N) 119.65 (NE-E)

TOWER 119.45 (1500-0500Z†) **GND CON** 121.8**AIRSPACE:** CLASS D svc 1500-0500Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE RAL.**PARADISE (H) VORTAC** 112.2 PDZ Chan 59 N33°55.10' W117°31.80' 039° 18.0 NM to fld 1432/15E.**PETIS NDB (HW)** 397 SB N34°03.39' W117°21.97' 056° 6.9 NM to fld. NOTAM FILE ONT. NDB unmonitored.**ILS** 109.3 I-SBD Rwy 06. ILS unmonitored 0500-1500Z†.**SAN CARLOS** (SQL) 2 NE UTC-8(-7DT) N37°30.71' W122°14.97'

5 B S4 FUEL 100LL, JET A OX 1, 3, 4 TPA-805(800) NOTAM FILE SQL

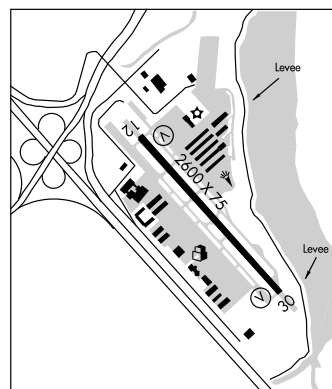
SAN FRANCISCO

L-2F, 3B, A

IAP, AD

RWY 12-30: H2600X75 (ASPH) S-12.5 MIRL**RWY 12:** REIL. VASI(V2L)—GA 3.0° TCH 25'. Pole.**RWY 30:** REIL. VASI(V2L)—GA 3.0° TCH 25'. Levee. Rgt tfc.

AIRPORT REMARKS: Attended 1500-0500Z†. Migratory bird activity on and in vicinity of arpt. 100' steel transmission towers and powerlines located 750' west and parallel to Rwy 12-30. 7' lighted dike located in rwy safety area on apch end Rwy 30. Calm wind Rwy 12. No touch and go landings, or stop and go landings, when twr clsd. Noise sensitive areas south through northeast of arpt. For noise abatement procedures ctc arpt manager 650-573-3700. When twr clsd, ACTIVATE MIRL Rwy 12-30 and REIL Rwy 30—119.0.

WEATHER DATA SOURCES: AWOS-3 125.9 (650) 593-0613. Plus precipitation. LAWRS.**COMMUNICATIONS:** CTAF 119.0 ATIS 125.9 (650) 593-0613**UNICOM** 122.95Ⓡ **NORCAL APP CON** 133.95 135.65Ⓡ **NORCAL DEP CON** 135.65**TOWER** 119.0 (1500-0500Z†) **GND CON** 121.6**AIRSPACE:** CLASS D svc 1500-0500Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE OAK.**WOODSIDE (L) VORTACW** 113.9 OSI Chan 86 N37°23.55' W122°16.88' 355° 7.3 NM to fld. 2270/17E.**COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not avbl at tower.

SAN CLEMENTE ISLAND NALF (FREDRICK SHERMAN FLD) (NUC) NAF 0 NW UTC-8(-7DT) **LOS ANGELES**
 N33°01.36' W118°35.31'
 184 B NOTAM FILE NUC Not insp.
RWY 05-23: H9301X200 (CONC) PCN 68 R/C/W/T HIRL
RWY 05: REIL. **RWY 23:** OLS. REIL. 1.0% down.
ARRESTING GEAR/SYSTEM
RWY 05: HOOK E-28(B) (2201') HOOK E-28(B) (2025') **RWY 23**
MILITARY SERVICE: JASU 1(GTC-85) 1(A-4). **FUEL** J5. **FLUID** SP.
MILITARY REMARKS: Opr Mon-Thu 1600-0200Z†, Fri 1600-0000Z†, CLOSED Sat, Sun and hol. Other times by NOTAM. **RSTD** PPR for civil acft at all times and mil other times, DSN 524-9240. Req to use NUC as BINGO fld for carrier opr rqr 7 days prior notice and special air opr after normal opr hr require 72 hr prior notice thru San Clemente Island Air OPS DSN 524-9240. **CAUTION** Extensive missile and off-shore bombardment in vicinity of San Clemente Island. Beaver TACAN NSD Chan 86 located 11 NM S of NUC TACAN Chan 123. Perimeter road in close proximity to airfield, use extreme caution. Hold short mark 100' from rwy edge. Expect hold short instructions from twr. **TFC PAT** Reduced rwy separation standard in effect USN/USMC acft. **MISC** Acft desiring radar advisory svc ctc twr 20 NM out. No search and rescue facility normally avbl (crash boat and helicopter). Flt planning svc not avbl. Acft transition W291 ctc Beaver Control 120.85 266.9. **ACTIVATE** 5 step HIRL Rwy 05-23, 1 step REIL Rwy 05-23 after normal working hrs for emergencies 119.55.
COMMUNICATIONS: ATIS 268.6 (Mon-Thu 1600-0200Z†, Fri 1600-0000Z†, clsd weekends and holidays. Other times by NOTAM.)
TOWER 126.75 278.8 340.2 (Mon-Thu 1600-0200Z†, Fri 1600-0000Z†, clsd weekends and holidays. Other times by NOTAM.)
GND CON 119.55 251.05
 ® **RADAR ADVISORY SERVICE** (BEAVER CONTROL) 120.85 266.9 (Ctc twr 20 NM out).
AIRSPACE: CLASS D svc Mon-Thu 1600-0200Z†, Fri 1600-0000Z† except Sat, Sun and holidays other times by NOTAMS. Other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE NUC.
BEAVER (W) TACAN Chan 86 (NSD 113.9) N32°52.79' W118°26.45' 305° 11.3 NM to fld. 2000/14E.
(L) TACAN Chan 123 NUC (117.6) N33°01.62' W118°34.78' at fld. 161/15E. Opr only during NOTAM hr Class D Airspace.
ASR/PAR PAR may not be avbl due to scheduled MP on Tue 1800-2000Z†.
COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

SAN DIEGO N33°08.43' W116°35.16' **LOS ANGELES**
 RCO 122.4 122.2 (SAN DIEGO RADIO) **L-41**

SAN DIEGO

BROWN FLD MUNI (SDM) 13 SE UTC-8(-7DT) N32°34.34' W116°58.81'

LOS ANGELES

526 B S4 FUEL 100LL, JET A OX 1, 2 TPA—See Remarks LRA NOTAM FILE SDM

H-41, L-4H

RWY 08L-26R: H7972X150 (ASPH-CONC) S-80, D-110, 2S-140, 2D-175 MIRL

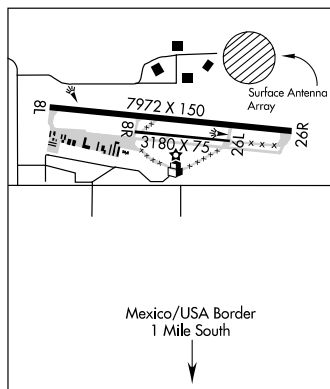
IAP, AD

RWY 26R: Rgt tfc.

RWY 08R-26L: H3180X75 (ASPH) S-14 0.5% up W

RWY 08R: Rgt tfc.

AIRPORT REMARKS: Attended Mon-Fri 1600-0400Z†. For fuel after hours call FBO's at 619-671-9222, fee for callout. Military fuel avbl by calling 619-671-9222. Parachute Jumping on arpt and 3 miles east. CAUTION: Arpt boundry one mile north from Mexican/USA international border. CAUTION advised when departing on Rwy 08L at night due to rising terrain to the east. Be alert to high terrain 3,566' MSL 6 miles east of arpt. Rwy 08R-26L opr permits only 12000 lbs. Noise sensitive area approximately 2 miles west of arpt. No overflight of surface antenna array below 1,500'. Antenna array located 1,600' north of Rwy 26R. Rwy 08R-26L dalgt hrs only. No engine ops on ramps except as necessary for arrivals and departures. Local Wx observation facility. TPA—1526(1000) Rwy 08L-26R, 1126(600) Rwy 08R-26L. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Extensive Parachute Drop Activities San Diego, California, U.S. Special Customs Requirement.

**WEATHER DATA SOURCES:** ASOS (619) 661-8297.**COMMUNICATIONS:** CTAF 126.5 ATIS 132.35 (619) 661-0152 UNICOM 122.95

Ⓡ SOCAL APP CON 124.35

Ⓡ SOCAL DEP CON 125.15

TOWER 126.5 (128.25 Rwy 08R-26L) (1600-0400Z†) GND CON 124.4 CLNC DEL 124.4

AIRSPACE: CLASS D svc 1600-0400Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE SDM.

POGGI (L) VORTACW 109.8 PGY Chan 35 N32°36.62' W116°58.75' 167° 2.3 NM to fld. 580/14E.

MONTGOMERY FLD (MYF) 6 N UTC-8(-7DT) N32°48.94' W117°08.38'

LOS ANGELES

427 B S4 **FUEL** 100LL, JET A OX 1, 4 TPA—See Remarks NOTAM FILE MYF

L-4H

RWY 10L-28R: H4577X150 (ASPH-RFSC) S-12 MIRL 0.3% up E

IAP, AD

RWY 10L: VASI(V4L)—GA 3.0° TCH 40'. Tree.

RWY 28R: MALSR. VASI(V4L)—GA 3.0° TCH 29'. Thld dspcd 1176'.

Rgt tfc.

RWY 05-23: H3400X150 (ASPH) S-12 0.3% up NE

RWY 05: Thld dspcd 389'. P-line. **RWY 23:** Tree.

RWY 10R-28L: H3401X60 (ASPH-RFSC) S-12

RWY 10R: Tree. Rgt tfc. **RWY 28L:** REIL. Tree.

AIRPORT REMARKS: Attended Mon-Fri 1400-0200Z†. Be alert heavy acft activity in the vicinity of Lake Murray and Mt Soledad. Pilots are urged to be vigilant for other acft in these areas and to ctc the twr early enough for timely traffic advisories if proceeding east bound advise twr of destination arpt. Be alert to military jet acft invof arpt and 4.7 NM NW of arpt bearing 312° invof Mission Bay VORTAC. Be alert birds on and in the vicinity of arpt. Coyote activity on runways and taxiways. Arpt use restricted by arpt manager to acft having maximum certificated gross tkf weight of 20,000 pounds or less. Overweight acft subject to fines. Touch and go ops are prohibited 0500-1430Z†. Intersection tkfs and stop-and-go's are prohibited at all times. Practice low approaches are prohibited 0730-1430Z†. Simulated engine failures are prohibited over residential areas. No jet touch and go ops. For noise abatement regulations ctc the noise abatement office at 858-573-1436. Acft with high noise levels are requested to use Rwy 10L-28R. Ldg fees for ops by PART 135 certified acft. Extreme noise sensitive areas west and south of arpt. Noise monitoring in effect. Maximum noise limit 0730-1430Z† 70 DB over residential areas. Maximum noise limit 1430-0730Z† 88 DB. Dep use Rwy 10L when tower not opr and wind permitting. No practice low apchs 0730-1430Z†. TPA Rwy 10R-28L and 05-23 single engine 1427(1000) and multi-engine/turbo powered 2027(1600). TPA—Rwy 10L-28R 1227(800) single engine, 2027(1600) multi-engine/turbo. When twr clsd MIRL Rwy 10L-28R opr continuously. When twr clsd ACTIVATE MALSR Rwy 28R and VASI Rwy 10L and Rwy 28R—119.2.

WEATHER DATA SOURCES: ASOS (858) 576-4337.

COMMUNICATIONS: CTAF 119.2 ATIS 126.9 (858) 277-3075 **UNICOM** 122.95

Ⓡ **SOCAL APP CON** 124.35

Ⓡ **SOCAL DEP CON** 119.6

TOWER 119.2 125.7 (1400-0500Z†) **GND CON** 118.22 **CLNC DEL** 123.725

AIRSPACE: CLASS D svc 1400-0500Z† other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE SAN.

MISSION BAY (H) VORTACW 117.8 MZB Chan 125 N32°46.93' W117°13.53' 050° 4.8 NM to fld. 12/15E.

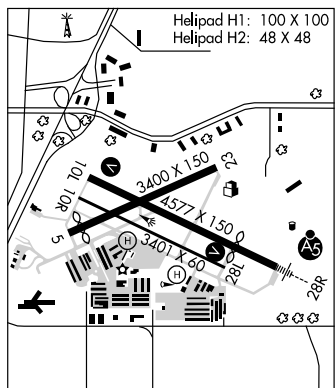
ILS/DME 111.7 I-MYF Chan 54 Rwy 28R. LOC/DME unmonitored when twr clsd.

HELIPAD H1: H100X100 (ASPH)

HELIPAD H2: H48X48 (ASPH)

HELIPAD H3: H48X48 (ASPH)

HELIPORT REMARKS: Cityport helipad limited to 20,000 lbs maximum certificated gross tkf weight. Midport helipad limited to 6,000 lbs maximum certificated gross tkf weight. No midport overnight parking without prior permission from arpt ops ctc 858-573-1440.



SAN DIEGO INTL (SAN) 2 W UTC-8(-7DT) N32°44.01' W117°11.38'

LOS ANGELES

17 B S2 **FUEL** 100LL, JET A OX 1, 2 AOE Class I, ARFF Index D NOTAM FILE SAN

H-41, L-4H

RWY 09-27: H9401X200 (CONC-ASPH-GRVD) S-100, D-150, 2S-175, 2D-250, 2D/2D2-720

IAP, AD

HIRL CL

RWY 09: MALSR. TDZL. Thld dspcd 700'. Tree.

RWY 27: MALSR. TDZL. PAPI(P4L)—GA 3.5° TCH 66'. Thld dspcd 1810'. Sign. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 09: TORA-9401 TODA-9401 ASDA-8280 LDA-7580

RWY 27: TORA-9401 TODA-9401 ASDA-9401 LDA-7591

ARRESTING GEAR/SYSTEM

RWY 27 EMAS

AIRPORT REMARKS: Attended continuously. Intermittent presence of birds on and invof arpt. Pilots are required to ctc gnd controller prior to pushback, tow out and taxi for tfc advisories. PPR for acft with wingspan in excess of 230'. Ultralight vehicles prohibited on arpt. Practice approaches and touch and go landings prohibited. ASDE-X Surveillance System in use: Pilots should operate transponders with Mode C on all twys and rwys. Taxiing acft are prohibited from passing to the south of acft located on Twy B into alley located between Gates 7 and 14. Taxiing acft shall follow lead-in lines until the nose wheel of the acft has entered the non-movement area of the alley. Rwy 09-27 FAA gross weight strength DC10-10 410; DC10-30 530; L-1011 430; B747 720. 747 and larger acft are prohibited from making intersection tkfs. Acft taxiing on Twy B east of Twy B-6 rstd to Group IV acft and below. To reduce jet blast impact at north end of Twy F acft will not start engine until 800' from north end of Twy F, abeam the second parking pad. Aircraft crossing Rwy 09-27 on Twy C6, hold short of Twy C6 facing west on Taxiway C, parallel to runway. Outboard engines of four-engine acft are to be kept at idle power for all ground maneuvering. Cross-bleed engine starts permitted only on parallel twy with acft aligned on twy centerline. Military acft on official business only ctc arpt ops at 619-400-2710 for PPR. Rwy 27 PAPI 4-box left NSTD. 3.5° angle; TCH 66' from dspcd thld; Baffled horizontally 4.8° north of centerline and 10° south of centerline; lateral coverage has been narrowed to avoid obstacles; close alignment to rwy centerline is necessary; use of localizer recommended. Possible erroneous ground proximity warning system alert between 1.6 and 1.3 DME while on PAPI apch path for Rwy 27. Twy edge lgts on north side of Twy C OTS indef. Twy C edge lgts OTS indef. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Continuous Power Facilities, Aircraft Noise Prohibitions/Restrictions.

WEATHER DATA SOURCES: ASOS (619) 296-8934.

COMMUNICATIONS: D-ATIS 134.8 (619) 298-0997 **UNICOM** 122.95

® **SOCAL APP/DEP CON** 124.35 (East) 119.6 (West)

LINDBERGH TOWER 118.3 **GND CON** 123.9 **CLNC DEL** 125.9

AIRSPACE: CLASS B See VFR Terminal Area Chart.

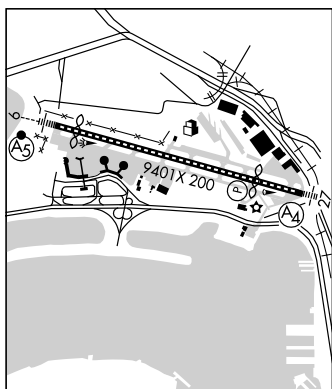
RADIO AIDS TO NAVIGATION: NOTAM FILE SAN. VHF/DF ctc FSS.

MISSION BAY (H) VORTACW 117.8 MZB Chan 125 N32°46.93' W117°13.53' 133° 3.4 NM to fld. 12/15E.

BOING NDB (LMM) 245 AN N32°44.40' W117°12.95' 092° 1.4 NM to fld. SHUTDOWN.

ILS/DME 111.55 I-SAN Chan 52(Y) Rwy 09. Class IE. LMM BOING NDB. LMM SHUTDOWN.

ILS/DME 110.9 I-UBR Chan 46 Rwy 27. LOC only.



SAN DIEGO/EL CAJON**GILLESPIE FLD**

(SEE) 10 NE UTC-8(-7DT) N32°49.57' W116°58.35'

LOS ANGELES

388 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks NOTAM FILE SEE

H-41, L-4H

RWY 09L-27R: H5342X100 (ASPH) S-90, D-120, 2D-200 MIRL 0.5% up E

IAP, AD

RWY 09L: VASI(V2L)—GA 3.75° TCH 38'. Tree.

RWY 27R: PAPI(P4L)—GA 4.5° TCH 45'. Thld dsplcd 706'. Road. Rgt tfc.

RWY 17-35: H4145X100 (ASPH) S-58, D-106, 2D-195

MIRL 0.5% up S

RWY 17: VASI(V2L)—GA 4.0° TCH 43'. Thld dsplcd 450'. Fence.

RWY 35: VASI(V2L)—GA 4.0° TCH 35'. Thld dsplcd 685'. Pole.

RWY 09R-27L: H2738X60 (ASPH) S-12 0.5% up E

RWY 27L: Sign.

AIRPORT REMARKS: For fuel svc or assistance during business hrs ctc

(619) 449-0611 or (619) 448-5991. Rwy 09R-27L CLOSED dusk-dawn, not lgtd. Formation procedures avbl as tfc permits, limited to no more than 3 acft per formation tcf. Numerous cranes 200' AGL 2000' NE Rwy 27R thld. PPR for VFR low apchs blo 1000' AGL from arpt director. PPR for all military acft, call arpt manager 619-956-4800. Helicopter training ops use "Pioneer" pattern, ctc arpt management for further information 619-956-4800. Noise abatement procedures in effect, touch and go ops and jet departures strongly discouraged 0600-1500Z±.

Please ctc arpt management at 619-956-4800. Rwy 17 preferred noise abatement dep when twr clsd.

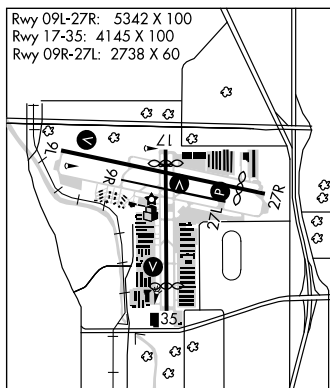
TPA—Rwy 17-35 1188(800) dawn-dusk, 1388(1000) dusk-dawn. Rwy 27R 1588(1200) rgt tfc dawn-dusk, 1388(1000) left tfc dusk-dawn due to 893' AGL mountain 2.1 NM east-northeast of arpt. Rwy 27L 1188(800) left tfc dawn-dusk. West portions of Twy Delta not visible from twr. Rwy 27R close alignment to rwy centerline necessary, use of localizer recommended due to proximity of mountain. Rwy 27R PAPI unusable beyond 6° right of course. When twr clsd ACTIVATE MIRL Rwy 09L-27R and Rwy 17-35, and VASI Rwy 17, Rwy 35, VASI Rwy 09L, and PAPI Rwy 27R—CTAF.

WEATHER DATA SOURCES: AWOS-3 125.45 (619) 449-1228. LAWRS.**COMMUNICATIONS:** CTAF 120.7 ATIS 125.45 (619) 449-1228. (General outlook when tower closed.)

UNICOM 123.05

® **SOCAL APP/DEP CON** 124.35**GILLESPIE TOWER** 120.7 123.8 (1500-0500Z±) **GND CON** 121.7 **CLNC DEL** 125.1**AIRSPACE:** CLASS D svc 1500-0500Z± other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE SAN.**MISSION BAY (H) VORTACW** 117.8 MZB Chan 125 N32°46.93' W117°13.53' 063° 13.1 NM to fld. 12/15E.

ILS 110.5 I-SEE Rwy 27R. LOC only. Unmonitored when twr closed.



SAN FRANCISCO INTL (SFO) 8 SE UTC-8(-7DT) N37°37.14' W122°22.49'

SAN FRANCISCO

13 B S4 FUEL 100, 100LL OX 1, 2, 3, 4 LRA Class I, ARFF Index E

H-3B, L-2F, 3B, A

NOTAM FILE SFO

IAP, AD

RWY 10L-28R: H11870X200 (ASPH-GRVD) PCN 80 F/B/X/T HIRL CL

RWY 10L: REIL. PAPI(P4L)—GA 3.0° TCH 80'. Transmission twr.

RWY 28R: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 51'. Rgt tfc.

RWY 10R-28L: H10602X200 (ASPH-GRVD) PCN 80 F/B/X/T HIRL CL

RWY 10R: PAPI(P4L)—GA 3.0° TCH 75'. Transmission twr. Rgt tfc.

RWY 28L: SSALR. PAPI(P4L)—GA 3.0° TCH 75'. TDZL.

RWY 01R-19L: H8648X200 (ASPH-GRVD) PCN 100 F/B/X/T HIRL CL

RWY 01R: REIL. Thld dspcd 238'. Blast fence.

RWY 19L: MALSF. PAPI(P4L)—GA 3.0° TCH 75'. TDZL.

RWY 01L-19R: H7500X200 (ASPH-CONC-GRVD) PCN 90 F/B/X/T HIRL CL

RWY 01L: REIL. Thld dspcd 491'.

RWY 19R: PAPI(P4L)—GA 3.0° TCH 73'.

AIRPORT REMARKS: Attended continuously. PAEW AER 28L, Rwy 28R

and Rwy 19L indef. Flocks of birds feeding along shoreline

adjacent to arpt, on occasions fly across various parts of arpt.

Due to obstructed vision, SFO twr is able to provide only limited arpt tfc control svc on Twy A between gates 88

and 89. Twr personnel are unable to determine whether this area is clear of traffic or obstructions. Rwy 10

preferred rwy between 0900-1400Z weather and flight conditions permitting. Simultaneous ops in effect all

rwys. Helicopter ldg area marked on Twy (C) west of Twy (R) opr for civil and military use. Noise sensitive arpt.

For noise abatement procedures ctc arpt noise office Monday-Friday 1600-0100Z by calling 650-821-5100.

Non-standard lateral spacing of hold bar lights on all Rwy 10L-28R, 10R-28L, 01R-19L, and 01L-19R. Airline

pilots shall strictly follow the painted nose gear lines and no oversteering adjustment is permitted. No grooving

exists at arpt rwy intersections. Rwy 01L-19R, 01R-19L, Rwy 10R-28L, Rwy 10L-28R grooved full length except

at rwy intersections. B747, B777, A330, A340 or larger acft are restricted from using Twy A1 when B747-400,

A340-600 or larger acft are holding short of Rwy 01R on Twy A. 747-400's shall taxi at a speed of less than 10

miles per hour on all non-restricted taxiways on the terminal side of the intersecting rwys. All outbound Twy Y

heavy aircraft with a wingspan of 171' or greater under power prohibited from entering westbound Twy Z. Ramp

clsd to acft with wingspan over 117' at Terminal 1, gate C41 indef. Movement speed of not more than 5 miles

per hour is required when two 747-400's pass or overtake each other on parallel taxiways A and B. Terminal 2

ramp area clsd indef. Rwy 19L MALSF has a NSTD length of 1115' with 3 sequenced flashers. Ldg fee. Flight

Notification Service (ADCUS) available. NOTE: See Special Notices—Intersection Departures During Period of

Darkness, Expanded Charted Visual Flight Procedures. Continuous Power Facilities, Special Noise Abatement

Procedures, Special Noise Abatement Procedures—Preferential Runways.

WEATHER DATA SOURCES: ASOS (650) 872-0246. LLWAS.

COMMUNICATIONS: D-ATIS 135.45 118.85 115.8 113.7 (650) 877-3585/8422

UNICOM 122.95

Ⓡ NORCAL APP CON 135.65 (S) 133.95

Ⓡ NORCAL DEP CON 135.1 (SE-W) 120.9 (NW-E)

TOWER 120.5 GND CON 121.8 CLNC DEL 118.2

PRE TAXI CLNC 118.2

AIRSPACE: CLASS B See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION: NOTAM FILE SFO.

(L) VOR/DME 115.8 SFO Chan 105 N37°37.17' W122°22.43' at fld. 13/17E. San Francisco Intl ATIS avbl.

VOR/DME unusable:

025°-065° beyond 30 NM below 18000'.

190°-260° beyond 10 NM below 4500'

035°-055° beyond 12 NM below 6500'

260°-295° beyond 35 NM below 3000'

150°-190° beyond 25 NM below 4500'

295°-330° beyond 20 NM below 4000'

BRIJ NDB (LOM) 379 SF N37°34.33' W122°15.59' 282° 6.2 NM to fld.

Unusable 160°-195° byd 6 NM.

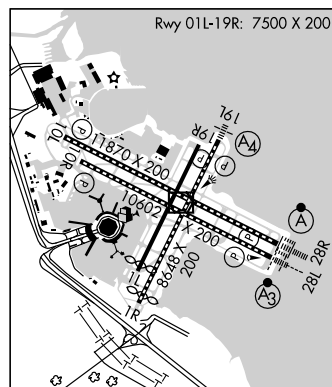
ILS/DME 111.7 I-GWQ Chan 54 Rwy 28R. Class IIIE. LOM BRIJ NDB. LOM unusable 160°-195° byd 6 NM all altitudes.

ILS/DME 109.55 I-SFO Chan 32(Y) Rwy 28L. Class IT.

ILS/DME 108.9 I-SIA Chan 26 Rwy 19L.

LDA/DME 110.75 I-FNP Chan 044(Y) Rwy 28R.

COMM/NAV/WEATHER REMARKS: ILS Rwy 19L—pilots be alert for momentary LOC course excursions due to large acft opr in vicinity of LOC antenna. Rwy 19L glideslope deviations are possible when critical areas are not required to be protected. Acft operating invof glideslope transmitter.



SAN JOSE N37°22.48' W121°56.68' NOTAM FILE SJC.

SAN FRANCISCO

(L) **VORW/DME** 114.1 SJC Chan 88 118° 1.0 NM to Norman Y. Mineta San Jose Intl. 43/16E.

L-2F, 3B, A

VOR unusable:

360°-070° byd 25 NM blo 6,500'

170°-240° byd 30 NM blo 6,700'

140°-160° byd 25 NM blo 6,100'

SAN JOSE

NORMAN Y. MINETA SAN JOSE INTL (SJC) 2 NW UTC-8(-7DT) N37°21.76' W121°55.75'

SAN FRANCISCO

62 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks LRA

H-3B, L-2F, 3B, A

Class I, ARFF Index D NOTAM FILE SJC

IAP, AD

RWY 12L-30R: H11000X150 (CONC-GRVD) S-220, D-250, 2S-175, 2D-605 HIRL CL 0.3% up SE

RWY 12L: REIL. PAPI(P4R)—GA 3.0° TCH 70'. Dsplcd thld 1307'. Pole.

RWY 30R: PAPI(P4L)—GA 3.0° TCH 69'. Dsplcd thld 2537'. Tree. Rgt tfc.

RWY 12R-30L: H11000X150 (CONC-GRVD) S-220, D-250, 2S-175, 2D-605, 2D/2D2-875 HIRL CL

RWY 12R: MALSR. PAPI(P4R)—GA 3.0° TCH 76'. Thld dsplcd 1302'. Pole. Rgt tfc.

RWY 30L: MALSR. PAPI(P4L)—GA 3.0° TCH 72'. Thld dsplcd 2542'. Fence.

RWY 11-29: H4599X100 (ASPH) S-60 MIRL

RWY 11: PAPI(P4L)—GA 3.0° TCH 42'. Rgt tfc.

RWY 29: REIL. PAPI(P4L)—GA 3.6° TCH 52'. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 12L: TORA-10125 TODA-11000 ASDA-10125 LDA-8810

RWY 12R: TORA-9883 TODA-11000 ASDA-9883 LDA-8584

RWY 30L: TORA-10142 TODA-11000 ASDA-10142 LDA-7605

RWY 30R: TORA-10020 TODA-11000 ASDA-10020 LDA-7479

AIRPORT REMARKS: Attended continuously. Birds frequently on or in vicinity of arpt. First 400' Rwy 30R and Rwy 30L CLOSED for tkf DC10, MD11, L1011. Noise abatement procedure: Rwy 12R-30L is preferred arrival rwy for jet acft and Rwy 12L-30R is the preferred departure rwy for jet acft. All jet acft take-offs are to be initiated from end of rwy unless directed otherwise by twr. Jet departure on Rwy 11-29 not authorized except for jets under 75,000 pounds manufacture designed certified gross take-off weight and only during closures of both Rwy 12R-30L and Rwy 12L-30R. TPA-1004(942) single-engine acft, 1504(1442) multi-engine and turbine powered acft. Unscheduled ops by group 5 acft (B747) and larger not authorized except with prior arpt approval ctc arpt manager 408-392-3501. Rwy 11-29 limited to acft with wingspan of less than 79' and apch speed of less than 121 knots (Gulfstream 1 or smaller). All engine run-ups require prior arpt approval, ctc manager on duty 408-392-3501. Rwy 12R-30L and Rwy 12L-30R FAR 139 certified. Curfew hours 0700-1500Z± FAR 36 Stage II, 0730-1430Z± FAR 36 Stage III acft listed on the schedule of authorized acft issued by the Director of Aviation. Delayed scheduled flights and alternate emerg ops may be exempt from curfew hr restrictions. Prior arpt notification is required for all late/early arrivals. Ctc manager on duty at 408-392-3501. Rwy 11-29 run-up area ltd to acft 12,500 lbs or lighter. Twy D between Twy W and Twy V ltd to acft with a wingspan of less than 118' (A-321 or smaller). Twy Y will be periodically restricted to acft with a wingspan of less than 171' (MD-11 or smaller) during B-777 ops on Rwy 12L-30R. Twy Z will be periodically restricted to acft with a wingspan of less than 118' (BBJ smaller) during B-777 ops. Twy W between Twy B and Twy C restricted to acft with a wingspan of 118', (BBJ or smaller). Twy G and Twy J between Rwy 12R-30L and Twy V limited to 100,000 pounds gross weight. Twy V limited to acft with wingspan of less than 118' (A-321 or smaller). ACTIVATE MIRL Rwy 11-29, HIRL Rwy 12L-30R and Rwy 12R-30L, MALSR Rwy 12R and MALSR Rwy 30L—Frequency 124.0 when twr clsd. Rwy 12R-30L 900' dsplcd thld on NW end not grvd. Rwy 30L 1873' dsplcd thld on SE end not grvd. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (408)969-0838. LAWRs.

COMMUNICATIONS: CTAF 124.0 D-ATIS 126.95 (408) 980-8459

Ⓡ **NORCAL APP CON** 120.1 125.35 134.5

Ⓡ **NORCAL DEP CON** 121.3

TOWER 124.0 (1400-0800Z±)

GND CON 121.7 **CLNC DEL** 118.0 **PRE TAXI CLNC** 118.0

AIRSPACE: CLASS C svc 1400-0800Z other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE SJC.

SAN JOSE (L) VORW/DME 114.1 SJC Chan 88 N37°22.48' W121°56.68' 118° 1.0 NM to fld. 43/16E.

ILS/DME 110.9 I-SJC Chan 046(X) Rwy 30L. Class IE. ILS unmonitored when twr clsd.

ILS/DME 110.9 I-SLV Chan 046(X) Rwy 12R. Class IE. ILS unmonitored when twr clsd.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at tower.

REID—HILLVIEW OF SANTA CLARA CO (RHV) 4 SE UTC-8(-7DT)

SAN FRANCISCO

L-2F, 3B

IAP, AD

N37°19.97' W121°49.19'

135 B S4 FUEL 100LL, JET A OX 2, 4 TPA—1135(1000)

NOTAM FILE RHV

RWY 13L-31R: H3100X75 (ASPH) S-17 MIRL 0.4% up NW

RWY 13L: REIL. VASI(V2L)—GA 4.0° TCH 25'. Thld dsplcd 499'. Tree.

RWY 31R: REIL. VASI(V2L)—GA 4.0° TCH 17'. Thld dsplcd 410'. Road. Rgt tfc.

RWY 13R-31L: H3099X75 (ASPH) S-17 0.4% up NW

RWY 13R: Thld dsplcd 499'. Tree. Rgt tfc.

RWY 31L: VASI(V2L)—GA 4.0° TCH 17'. Thld dsplcd 409'. Road.

AIRPORT REMARKS: Attended 1500-0600Z†. Self-fueling avbl continuously. Birds on and invof arpt. Rwy 31R calm wind rwy when twr closed. No pure jet or surplus military acft except those meeting FAR 36 noise criteria. No touch and go landings 0500-1500Z†. No simulated emergencies in arpt tfc area. No turns blo 500' when leaving pattern except Rwy 31R departures—as soon as practicable after departure make a slight right turn to avoid school one half mile off departure end. When twr clsd ACTIVATE MIRL Rwy 13L-31R, REIL Rwy 13L and Rwy 31R—CTAF. VASI Rwy 13L, Rwy 31R and Rwy 31L opr continuously.

WEATHER DATA SOURCES: LAWRS.**COMMUNICATIONS:** CTAF 119.8 ATIS 125.2 (408) 923-7100

UNICOM 122.95

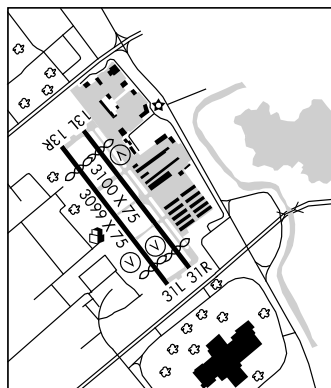
Ⓡ NORCAL APP CON 120.1 134.5 133.95

Ⓡ NORCAL DEP CON 121.3

REID—HILLVIEW TOWER 119.8 (Rwy 13L-31R) 126.1 (Rwy 13R-31L) (1500-0600Z†) GND CON 121.65

AIRSPACE: CLASS D svc 1500-0600Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE SJC.

SAN JOSE (L) VORW/DME 114.1 SJC Chan 88 N37°22.48' W121°56.68' 097° 6.5 NM to fld. 43/16E.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at tower.**SAN LUIS OBISPO****SAN LUIS COUNTY RGNL** (SBP) 3 S UTC-8(-7DT)

LOS ANGELES

H-4H, L-3D, 7A

IAP, AD

N35°14.24' W120°38.56'

212 B S4 FUEL 100LL, JET A OX 1, 3, 4 TPA—See Remarks Class I, ARFF Index B

NOTAM FILE SBP

RWY 11-29: H6100X150 (ASPH-GRVD) S-75, D-100, 2S-82

HIRL 0.8% up SE

RWY 11: MALSR. VASI(V4L)—GA 3.0° TCH 50'. Thld dsplcd 800'.

RWY 29: REIL. VASI(V4L)—GA 3.25° TCH 50'. Thld dsplcd 500'

RWY 07-25: H2500X100 (ASPH) S-12.5, D-12.5 1.1% up E

RWY 07: Road.

ARRESTING GEAR/SYSTEM

RWY 11: EMAS

RWY 29: EMAS

AIRPORT REMARKS: Attended 1400-0100Z†. Recurring flocks of waterfowl on and in vicinity of arpt during winter months. Twr unable to see acft in holding bay at NW end of Twy A. Movement from holding bay rqr tower approval during twr hrs. Noise sensitive arpt. For noise abatement information ctc arpt manager 805-781-5205. Rwy 29 designated calm wind rwy. TPA—1212(1000). TPA—1203 (991) single engine; 1703 (1491) multi-engine, jet and high performance. Taxilane widths less than standard. When twr clsd ACTIVATE MALSR—CTAF.

WEATHER DATA SOURCES: ASOS (805) 547-1260. LAWRS.**COMMUNICATIONS:** CTAF 124.0 ATIS 120.6 UNICOM 122.95

Ⓡ SANTA BARBARA APP/DEP CON 127.725 (1400-0700Z†)

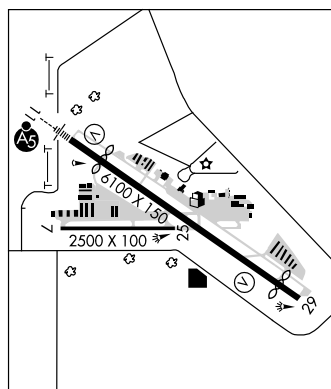
Ⓡ L.A. CENTER APP/DEP CON 119.05 (0700-1400Z†)

TOWER 124.0 (1400-0400Z†) GND CON 121.6

AIRSPACE: CLASS D svc (1400-0400Z†) other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE HHR.

MORRO BAY (L) VORTACW 112.4 MQO Chan 71 N35°15.14' W120°45.57' 083° 5.8 NM to fld. 1463/16E.

ILS 109.7 I-SBP Rwy 11. Class IE. Unmonitored when twr clsd.



SAN LUIS RESERVOIR SPB (See LOS BANOS)**SAN MARCUS** N34°30.57' W119°46.26' NOTAM FILE HHR.

LOS ANGELES

(H) VORTAC 114.9 RZS Chan 96 201° 6.1 NM to Santa Barbara Muni. 3623/14E. HIWAS. H-4H, L-3D, 4F, 7A
VOR portion unusable 140°-178° byd 27 NM.

RCO 122.3 122.1R 114.9T (HAWTHORNE RADIO)

SAN MARTIN**SOUTH COUNTY AIRPORT OF SANTA CLARA CO** (E16) 1 E UTC-8(-7DT)

SAN FRANCISCO

N37°04.90' W121°35.81'

L-3B

281 B S4 FUEL 100LL, JET A OX 3 TPA-1281(1000) NOTAM FILE OAK

IAP

RWY 14-32: H3100X75 (ASPH) S-12.5 MIRL 0.3% up N

RWY 14: PAPI(P2L)-GA 4.0°. Pole.

RWY 32: PAPI(P2L)-GA 4.0°. Tree. Rgt tfc.

AIRPORT REMARKS: Attended SR-SS. Self fueling facility avbl continuous. Arpt CLOSED to pure jet aircraft and surplus military acft except those meeting FAR 36 noise criteria. Approaching aircraft fly downwind legs east of freeway. No touch and go landings between 0300-1500Z. No crosswind turns below 1300' MSL, departures climb to 2000' MSL. ACTIVATE MIRL Rwy 14-32 and PAPI Rwy 14 and 32-CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.7

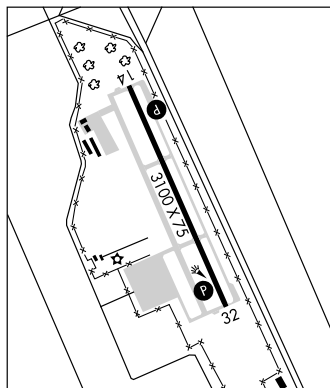
Ⓡ NORCAL APP CON 124.525

Ⓡ NORCAL DEP CON 120.1

RADIO AIDS TO NAVIGATION: NOTAM FILE SJC.

SAN JOSE (L) VORW/DME 114.1 SJC Chan 88 N37°22.48'

W121°56.68' 120° 24.2 NM to fld. 43/16E.

**SAN NICOLAS ISLAND NOLF** (NSI) NAF O E UTC-8(-7DT) N33°14.39' W119°27.49'

LOS ANGELES

506 B NOTAM FILE NSI Not insp.

H-4H, L-3E, 4G

RWY 12-30: H10002X194 (PEM) PCN 63 R/C/W/T HIRL

RWY 12: Thld dspcd 990'. RWY 30: Rgt tfc.

DIAP, AD

RUNWAY DECLARED DISTANCE INFORMATION:

RWY 12: LDA-9012

ARRESTING GEAR/SYSTEM

RWY 12 HOOK E28(B) (3100')

HOOK E28(B) (3250') RWY 30

MILITARY SERVICE: JASU 1(GTC-85) 1(NC-10C) 1(NCPP-105) FUEL J5**MILITARY REMARKS:** Opr Mon-Thu/alternate Fri 1500-0000Z, CLOSED alternate Fri, all Sat, Sun and holidays. RSTD Official Business Only. 24 hr PPR for all acft opr other times, 48 hr PPR for C-5 and acft exceeding published ldg weight from San Nicolas ATC DSN 351-2253, C805-989-2253. Possible divert all acft except emergency to Point Mugu NAWS due drone missile opr. Rwy 12 tkf and ldg 9002'. **CAUTION** Possible turbulence short final Rwy 30. **NS ABTMT** Remain at least 1 mile offshore or 1000' MSL. **MISC** Hangar space maintenance not avbl. Call Plead CON or Point Mugu APP 128.65 325.0 prior to entering W289.**COMMUNICATIONS:**

TOWER 126.85 379.3 (Mon-Fri 1500-0030Z) PLEAD CON 132.425 306.6

AIRSPACE: CLASS D svc Mon-Fri 1500-0030Z other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE NSI.

(L) TACAN Chan 39 NSI (110.2) N33°14.10' W119°27.50' at fld. 521/15E. Unmonitored during non-working hrs.

TACAN azimuth unusable

110°-280° blo 7,700'.

110°-280° byd 11 NM.

NDB (HW) 203 NSI N33°14.15' W119°26.96' at fld.

ILS 109.7 I-NSI Rwy 30. DME required.

SANDBERG SDB N34°44.62' W118°43.45'./4523. NOTAM FILE HHR.

LOS ANGELES

ASOS 120.625 661-248-2329.

L-3D, 4G, 7B

SANTA ANA N33°40.88' W117°51.85'

LOS ANGELES

RCO 122.45 (RIVERSIDE RADIO)

L-3E, 4H, A

SANTA ANA**JOHN WAYNE AIRPORT/ORANGE CO**

(SNA) 4 S UTC-8(-7DT) N33°40.54' W117°52.09'

LOS ANGELES

56 B S4 FUEL 100LL, JET A OX 3, 4 TPA—See Remarks Class I, ARFF Index C
NOTAM FILE SNA

COPTER

RWY 01L-19R: H5701X150 (ASPH-GRVD) S-70, D-95, 2S-121, 2D-152 HIRL 0.3% up S

H-41, L-3E, 4H, A

RWY 01L: VASI(V4L)—GA 3.0° TCH 51'.

IAP, AD

RWY 19R: MALSR. VASI(V4L)—GA 3.0° TCH 47'. Rgt tfc.

RWY 01R-19L: H2887X75 (ASPH-PFC) S-25, D-60 MIRL
0.4% up S

RWY 01R: Rgt tfc.

RWY 19L: REIL. VASI(V4L)—GA 3.0° TCH 25'. Building.

AIRPORT REMARKS: Attended continuously. Rwy 01R-19L CLOSED when

twr clsd. Rwy 01R-19L CLOSED except for taxiing daily

0330-0700Z† and 1415-1630Z†. Twy C and Twy A clsd between

Twy H and Twy J daily 0330-1630Z†. CAUTION: Birds on and in

vicinity of arpt. Noise abatement procedures in effect contact arpt

noise office 949-252-5185. Maintain at or above 300' AGL until

established on final. VFR Acft: to avoid overflight of Rwy 19R: Rwy

19L arrival fly final at 15° angle to rwy. Rwy 19L departures turn

15° left at departure end of rwy. To avoid overflights of Rwy 01L,

Rwy 01R departures turn 15° right at Freeway. ASDE-X

Surveillance System in use: Pilots should opr transponders with

Mode C on all twys and rwys. Rwy 01L-19R TPA-1056 (1000)

small acft, 1556 (1500) turbine acft over 12500 lbs. Rwy

01R-19L TPA-856 (800) small single engine acft, 1056 (1000)

twin engine acft. FBO general aviation aprons limited to max gwt

of 100,000 lbs (dual gear) and with wingspans less than 100'.

General aviation acft prohibited from using any

portion of the air carrier commercial ramp. When twr clsd ACTIVATE MALSR and VASI Rwy 19R-126.8. When twr

clsd no local training or touch and go operations. Overnight tiedown fee.

WEATHER DATA SOURCES: ASOS (714) 424-0590. LAWRS (1400-0700Z†).**COMMUNICATIONS:** CTAF 126.8 D-ATIS 126.0 (714) 546-2279 UNICOM 122.95

SANTA ANA RCO 122.45 (RIVERSIDE RADIO)

Ⓡ SOCAL APP CON 121.3

Ⓡ SOCAL DEP CON 128.1

TOWER 119.9 (Rwy 01R-19L) 126.8 (Rwy 01L-19R) 128.35 (1415-0700Z†.)

GND CON 120.8 (East) 132.25 (West) CLNC DEL 118.0 121.85

AIRSPACE: CLASS C svc 1415-0700Z† ctc APP CON other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE HHR.

SEAL BEACH (L) VORTACW 115.7 SLI Chan 104 N33°47.00' W118°03.29' 110° 11.3 NM to fld. 23/15E.

HIWAS.

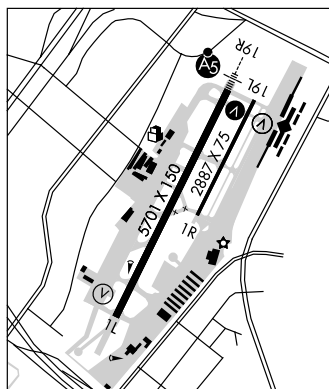
MAAGG NDB (LMM) 337 NA N33°41.33' W117°51.63' at fld. Unmonitored indef.

NDB unusable 010°-090° byd 10 NM blo 6000'.

ILS/DME 111.75 I-SNA Chan 54(Y) Rwy 19R. LMM MAAGG NDB. ILS unmonitored when twr clsd.

Backcourse unusable 25° left of course.

LDA/DME 108.3 I-OJW Chan 20 Rwy 19R. Unmonitored when twr clsd.



SANTA BARBARA MUNI (SBA) 7 W UTC-8(-7DT) N34°25.57' W119°50.49'

13 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks LRA

Class I, ARFF Index C NOTAM FILE SBA

RWY 07-25: H6052X150 (ASPH-PFC) S-110, D-160, 2S-175, 2D-245 HIRL

RWY 07: MALSR. Tree. Rgt tfc.

RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 50'. Fence.

RWY 15R-33L: H4184X100 (ASPH) S-48, D-63, 2S-80, 2D-100 MIRL

RWY 15R: REIL. Tree.

RWY 33L: Tree. Rgt tfc.

RWY 15L-33R: H4178X75 (ASPH) S-35, D-41, 2S-80, 2D-63

RWY 15L: Thld dsplcd 217'. Bldg.

RWY 33R: Rgt tfc.

AIRPORT REMARKS: Attended 1330-0600Z†. 24 hr self service 100LL fuel avbl on ramp directly north of west end of Twy C. Fee for fuel after hours call 805-964-6733 or 967-5608. Numerous flocks of birds on and in/ovf arpt. Rwy 15L-33R dalgt hrs only. Arpt has noise abatement procedures ctc arpt ops 805-692-6005. Due to limited ramp space at the airline terminal non-scheduled transport category acft with more than 30 passenger seats are required to ctc arpt ops 805-692-6005 24 hour PPR to arrival. Commercial airline ramp CLOSED to all General Aviation acft. Ldg fee for all PART 135 opr and transient acft with maximum gross weight 10,000 lbs or more. Fees collected at FBO. TPA—1003(990) small acft, 1503(1490) large acft. Pure jet touch/go or low approaches prohibited. When twr clsd ACTIVATE MIRL Rwy 15R-33L, REIL Rwy 15R—CTAF. MALSR Rwy 07, PAPI Rwy 25 and REIL Rwy 25 opr continuously. CTAF.

WEATHER DATA SOURCES: ASOS (805) 681-0583.

COMMUNICATIONS: CTAF 119.7 ATIS 132.65 (805) 967-0283

UNICOM 122.95

Ⓡ APP/DEP CON 125.4 (330°-150°) 124.15 127.725 120.55 (151°-329°) 124.15 127.725 (1400-0700Z†)

Ⓡ L.A. CENTER APP/DEP CON 119.05 (0700-1400Z†)

TOWER 119.7 (1400-0700Z†) CLNC DEL 132.9 GND CON 121.7

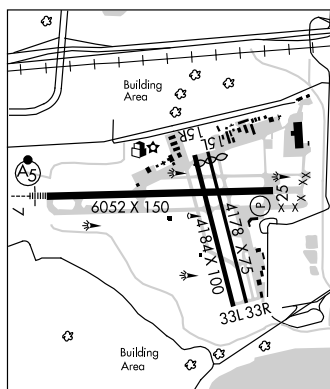
AIRSPACE: CLASS C svc 1400-0700Z† ctc APP CON other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE HHR.

SAN MARCUS (H) VORTAC 114.9 RZS Chan 96 N34°30.57' W119°46.26' 201° 6.1 NM to fld. 3623/14E. HIWAS.

GAVIOTA (L) VORTACW 113.8 GVO Chan 85 N34°31.88' W120°05.47' 101° 13.9 NM to fld. 2616/16E.

ILS/DME 110.3 I-SBA Chan 40 Rwy 07. Unmonitored when twr clsd.



SANTA CATALINA N33°22.50' W118°25.20' NOTAM FILE HHR.

(L) VORTACW 111.4 SXC Chan 51 352° 1.8 NM to Catalina. 2090/15E.

LOS ANGELES

H-4I, L-3E, 4G

SANTA MARIA PUB/CAPT G ALLAN HANCOCK FLD (SMX) 3 S UTC-8(-7DT)

LOS ANGELES

N34°53.94' W120°27.45'

H-4H, L-3D, 4F, 7A

261 B S4 FUEL 100LL, JET A TPA—See Remarks

ARFF Index—See Remarks

IAP, AD

NOTAM FILE SMX

RWY 12-30: H6304X150 (ASPH-GRVD) S-75, D-181, 2S-175, 2D-400 HIRL 0.6% up SE**RWY 12:** MALSR. Rgt tfc.**RWY 30:** VASI(V4L)—GA 3.5° TCH 57'. Trees.**RWY 02-20:** H5130X75 (ASPH) S-70, D-90, 2S-114, 2D-150 0.3% up NE**RWY 02:** Rgt tfc.**RWY 20:** Trees.**AIRPORT REMARKS:** Attended 1400-0600Z†. 100LL self-service fueling

avbl. Acft fuel servicing 129.975 or 122.950. CLOSED to

supplemental part 121 and part 135 air carrier ops except 24

hours PPR call arpt manager 805-922-1726 weekdays

1600-0100Z†. Class I, declared arpt ARFF Index is 'A' but is

capable of providing Index 'B'. Numerous birds on and invof arpt.

Lgtd street less than 1/4 mile NW of and parallel to Rwy 12-30.

Calm wind less than 8 knots use Rwy 30. No touch and go opr

landing practice or practice instrument approaches

0600-1500Z†. TPA—1261(1000), turbojet and purejet

1761(1500). Transient pilots remain clear of commercial ramp

and terminal. Run-up apron Rwy 30 gross weight limit 110,000 pounds dual wheel, 110,000 pounds dual

wheel. Rwy 12 touchdown runway visual range avbl. Portions of Twy A not visible from twr and unlighted. When

twr clsd ACTIVATE MALSR Rwy 12—CTAF. HIRL Rwy 12-30 and VASI Rwy 30 ops continuously. ACTIVATE twy lgts

0800-1400Z†—CTAF. U.S.

WEATHER DATA SOURCES: ASOS (805) 928-0384.**COMMUNICATIONS:** CTAF 118.3 ATIS 121.15 (805) 347-9136 UNICOM 122.95

GUADALUPE RCO 122.1R 111.0T (HAWTHORNE RADIO)

Ⓡ SANTA BARBARA APP/DEP CON 124.15 (1400-0700Z†)

Ⓡ L.A. CENTER APP/DEP CON 119.05 (0700-1400Z†)

TOWER 118.3 (1400-0400Z†) GND CON 121.9

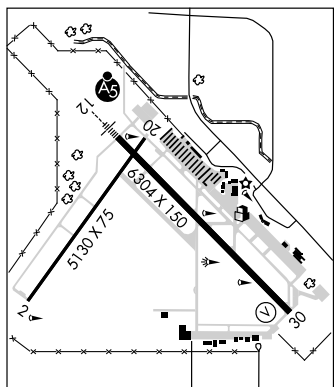
AIRSPACE: CLASS D svc 1400-0400Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE HHR.**MORRO BAY (L) VORTACW** 112.4 MQO Chan 71 N35°15.14' W120°45.57' 129° 25.9 NM to fld. 1463/16E.**GUADALUPE (T) VOR** 111.0 GLJ N34°57.14' W120°31.29' 119° 4.5 NM to fld.

VOR unusable 300°-325° beyond 10 NM below 3000'.

ILS/DME 108.9 I-SMX Chan 26 Rwy 12. Class IE. LOC/DME back course unusable byd 9 NM blo

3000'. LOC back course unusable byd 12 NM. LOC back course unusable byd 25° right of course.

Unmonitored when twr closed.



SANTA MONICA MUNI (SMO) 3 E UTC-8(-7DT) N34°00.95' W118°27.08'

LOS ANGELES

177 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA—See Remarks LRA NOTAM FILE SMO **COPTER**

RWY 03-21: H4973X150 (ASPH-GRVD) S-40, D-60, 2D-105 MIRL 1.2% up NE

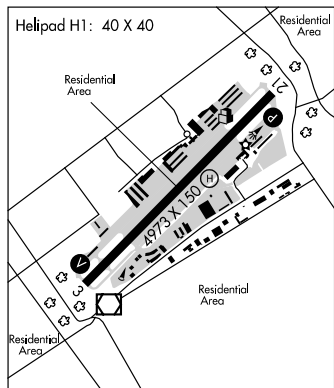
L-3E, 4G, 7B, A

RWY 03: REIL. VASI(V4L)—GA 4.0° TCH 27'. Tree. Rgt tfc.

IAP, AD

RWY 21: REIL. PAPI(P4L)—GA 4.0° TCH 65'.

AIRPORT REMARKS: Attended continuously. PPR for dual wheel acft in excess of 60,000 pounds certified maximum ldg weight, ctc arpt manager 310-458-8591. Helicopter flight training ops prohibited, helicopter ops apch boundry at midfield at or above 900' MSL. No touch/go, stop/go, or low apch permitted on Sat, Sun, holidays, weekdays SS-1500Z†. Noise test on 122.85. Continuous noise ordinance in effect ctc noise office prior to arrival 310-458-8759/8692 or 310-434-2640. Noise abatement procedures: Pure jet and stage II (with/without hush kits) prohibited. Maximum noise limit 95.0 single event noise exposure level (senel) all acft. No engine starts or departures except PPR lifeguard flights 0700-1500Z† Mon-Fri and 0700-1600Z† weekends. PPR ex-military acft ctc arpt manager 310-458-8591. VFR departures Rwy 21 turn left 10° at end of rwy then turn right 225° to over-fly golf course W of arpt. No crosswind turn until reaching Lincoln Blvd (1 mile W) and out 800 ft MSL. If departure pattern, no turn before reaching shoreline. Rwy 03 departure no turn prior to freeway located 1 mile E. Engine maintenance runup: Jets and turboprop N side within 300' E of Twy A3. Piston single and twins on S side, within 300' E if Twy B3. TPA-1377(1200) single engine, 1877(1700) twin engine. Intersection departures and formation landings and departures prohibited. Rwy 03-21 dep end approximately 220' from residential homes. Extended high power settings on run-up or dep negatively impact the community. When twr clsd ACTIVATE MIRL Rwy 03-21, VASI Rwy 03, REIL Rwy 03 and Rwy 21 and PAPI Rwy 21—CTAF. Ldg fee.



WEATHER DATA SOURCES: ASOS (310) 392-6453 LAWRs.

COMMUNICATIONS: CTAF 120.1 ATIS 119.15 (310) 450-4620 **UNICOM** 122.95

Ⓡ **SOCAL APP CON** 124.3 (101°-245°) 124.9 (069°-100°) 125.2 (246°-341°) 128.5 (342°-068°)

Ⓡ **SOCAL DEP CON** 125.2

TOWER 120.1 (1500-0500Z†) **GND CON** 121.9

VFR ADVSY SVC ctc **TOWER**

AIRSPACE: CLASS D svc 1500-0500Z† other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE SMO.

(L) **VORW/DME** 110.8 SMO Chan 45 N34°00.61' W118°27.40' at fld. 114/15E.

VOR/DME unusable:

260°-280° byd 15 NM blo 4,000'

330°-360° byd 30 NM blo 6,000'

280°-290° byd 20 NM blo 4,000'

360°-030° byd 35 NM blo 9,000'

290°-330° byd 30 NM blo 8,000'

HELIPAD H1: H40X40 (ASPH)

HELIPORT REMARKS: Helicopter flight training opr prohibited, helicopters cross arpt boundary at 900' MSL. Rwy H1 perimeter lights.

SANTA PAULA (SZP) 1 SE UTC-8(-7DT) N34°20.82' W119°03.70'

LOS ANGELES

243 S4 FUEL 80, 100LL TPA-843(600) NOTAM FILE HHR

COPTER

RWY 04-22: H2713X60 (ASPH) S-8

RWY 04: Thld dspcd 197'. Building. Rgt tfc.

RWY 22: Thld dspcd 225'. Trees.

AIRPORT REMARKS: Attended 1600-0100Z†. 24 hour self fueling with all major credit cards. Ultralights, banner towing, gliders, remote control models operating in the vicinity. Daily aerobatic activity 3-18 miles E up to 5255' AGL. Ngtr operations prohibited.

COMMUNICATIONS: CTAF 122.9

HELIPAD H1: H60X60 (ASPH)

SANTA ROSA N38°30.49' W122°48.63' NOTAM FILE STS.

SAN FRANCISCO

(L) **VORW/DME** 113.0 STS Chan 77 at Charles M. Schulz—Sonoma Co 117/16E.

L-26, 3A

VOR/DME unusable:

360°—030°beyond 25 NM below 10000'

080°—120°beyond 25 NM below 5500'

030°—080°beyond 25 NM below 7500'

340°—360°beyond 32 NM below 10000'

SANTA ROSA

CHARLES M. SCHULZ—SONOMA CO

(STS) 6 NW UTC-8(-7DT) N38°30.54' W122°48.77'

SAN FRANCISCO

128 B S4 FUEL 100LL, JET A OX 2, 4 TPA—See Remarks Class I, ARFF Index B

H-3B, L-26, 3A

IAP, AD

NOTAM FILE STS

RWY 14-32: H5119X150 (ASPH-GRVD) S-60, D-95, 2S-121, 2D-150 HIRL

RWY 14: REIL. VASI(V4R)—GA 3.0° TCH 50'. Trees. Rgt tfc.

RWY 32: MALSR. Trees.

RWY 01-19: H5004X100 (ASPH-GRVD) S-60, D-95, 2S-121, 2D-150 0.3% up S

RWY 01: Trees. **RWY 19:** PAPI(P4L)—GA 3.5° TCH 30'. Trees.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA-5002 TODA-5002 ASDA-4700 LDA-4700

RWY 19: TORA-5002 TODA-5002 ASDA-5002 LDA-5002

AIRPORT REMARKS: Attended 1400-0600Z†. 100LL avbl 24 hrs with credit card. Jet A avbl during attendance hrs. Be alert for numerous flocks of birds on and in/ov arpt including seasonally migratory geese. Rwy 14 rgt tfc when twr clsd. TPA for small acft 1128(1000) and TPA for large acft 1628(1500). Twy B between Rwy 01-19 and Rwy 14-32 limited to S-12, D-25. Arpt has noise abatement procedures ctc arpt manager 707-565-7243. Twy Z between Rwy 14-32 and Twy Y limited to S-20, D-40. Ldg fee. When twr clsd ACTIVATE HIRL Rwy 14-32, twy lgts, MALSR Rwy 32, VASI Rwy 14—CTAF. When twr clsd ACTIVATE REIL Rwy 14 only when rwy lgts on highest intensity—CTAF. When twr clsd PAPI Rwy 19 not avbl.

WEATHER DATA SOURCES: ASOS (707) 573-8393.

COMMUNICATIONS: CTAF 118.5 ATIS 120.55 (707) 545-ATIS.

UNICOM 122.95

Ⓡ **OAKLAND CENTER APP/DEP CON** 127.8

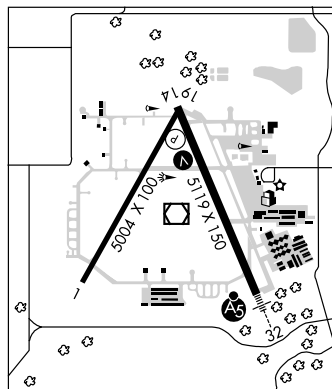
SANTA ROSA TOWER 118.5 (1500-0400Z†) **GND CON** 121.9

AIRSPACE: CLASS D svc 1500-0400Z† other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE STS.

SANTA ROSA (L) VORW/DME 113.0 STS Chan 77 N38°30.49' W122°48.63' at fld. 117/16E.

ILS 109.3 I-STS Rwy 32. Class IE. (BC unusable).



SANTA YNEZ (IZA) 1 SE UTC-8(-7DT) N34°36.41' W120°04.53'

LOS ANGELES

674 B S4 FUEL 100LL, JET A TPA—1674(1000) NOTAM FILE IZA

L-3D, 4F, 7A

RWY 08-26: H2812X75 (ASPH) S-12.5 MIRL 0.7% down W

IAP

RWY 08: Hill. Rgt tfc. **RWY 26:** VASI(V2L)—GA 3.4° TCH 20'.

AIRPORT REMARKS: Attended 1500-0300Z†. Fuel avbl 24 hours using automated system. Parachute Jumping. Ultralight ops south of Rwy 08-26. Glider ops on dirt apch zone Rwy 26. Rwy 26 tkf recommend heading 210° at arpt perimeter if safety permit for noise abatement. MIRL Rwy 08-26 preset low ints; increase ints and ACTIVATE VASI Rwy 26—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.075 (805) 686-8903.

COMMUNICATIONS: CTAF/UNICOM 122.8

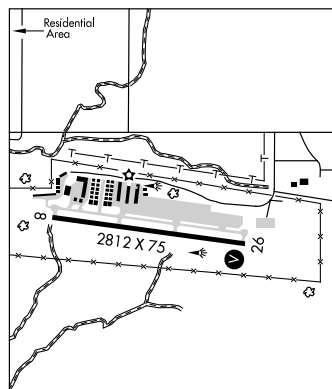
Ⓡ **SANTA BARBARA APP/DEP CON** 124.15 (1400-0700Z†)

Ⓡ **L.A. CENTER APP/DEP CON** 119.05 (0700-1400Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE HHR.

SAN MARCUS (H) VORTAC 114.9 RZS Chan 96 N34°30.57'

W119°46.26' 277° 16.2 NM to fld. 3623/14E. **HIWAS.**



SAUSALITO N37°51.32' W122°31.37' NOTAM FILE OAK.
 (L) VORTACW 116.2 SAU Chan 109 137° 15.8 NM to San Francisco Intl. 1040/17E.
 VORTAC unusable 300–313' beyond 10 NM below 12,000'

SAN FRANCISCO
 H–3A, L–2F, 3A, A

SCAGGS ISLAND N38°10.76' W122°22.39' NOTAM FILE APC.
 (L) VORTACW 112.1 SGD Chan 58 048° 4.8 NM to Napa Co. 10/17E.

SAN FRANCISCO
 L–2F, 3A, A

SCHELLVILLE—SONOMA

SONOMA VALLEY (ØQ3) 4 S UTC–8(–7DT) N38°13.44' W122°26.98'

SAN FRANCISCO

10 S4 FUEL 100LL TPA—810(800) NOTAM FILE OAK

RWY 07–25: H2700X45 (ASPH) S–12.5

RWY 07: Tree. Rgt tfc. RWY 25: Trees.

RWY 17–35: H1500X50 (ASPH) S–12.5

RWY 17: Pole RWY 35: Trees. Rgt tfc.

AIRPORT REMARKS: Attended 1500–0200Z†. Be alert to glider activities invof arpt. Rwy 07–25 no touch and go ldg, rgt 20° turn after txf. Rwy 25 turn crosswind after 600'. Rwy 17–35 restricted PPR.

COMMUNICATIONS: CTAF 122.9

SCOTT VALLEY (See FORT JONES)

SEAL BEACH N33°47.00' W118°03.29' NOTAM FILE HHR.

LOS ANGELES

(L) VORTACW 115.7 SLI Chan 104 at Los Alamitos AAF (Joint Forces Training Base JFTB). 23/15E.

HIWAS

COPTER
 H–4I, L–3E, 4A, A

VOR portion unusable 125°–180° byd 30 NM blo 4,000'.

TACAN azimuth and DME unusable 125°–195° byd 20 NM blo 5,000'.

SELMA (ØQ4) 2 NW UTC–8(–7DT) N36°34.85' W119°39.43'

SAN FRANCISCO

305 B S4 FUEL 100LL TPA—1105(800) NOTAM FILE RIU

RWY 10–28: H2490X50 (ASPH) S–12 LIRL (NSTD)

RWY 10: Thld dsplcd 176'. P–line. RWY 28: Thld dsplcd 125'. Berm.

AIRPORT REMARKS: Attended 1600–0100Z†. Arpt clsd to helicopters exc PPR 559–896–1001. First 176' Rwy 10 not lgtd. Rwy 10–28 NSTD LIRL, first 176' of Rwy 10 not lgtd. PPR for rotating beacon after 0900Z† call 559–896–1001 during attendant hours.

COMMUNICATIONS: CTAF/UNICOM 122.8

SEQUOIA FLD (See VISALIA)

SHAFTER N35°29.07' W119°05.84' NOTAM FILE BFL.

LOS ANGELES

(H) VORTACW 115.4 EHF Chan 101 133° 3.6 NM to Meadows Fld. 548/14E. HIWAS.

H–4H, L–3D, 7B

SHAFTER—MINTER FLD (MIT) 4 E UTC–8(–7DT) N35°30.36' W119°11.50'

LOS ANGELES

424 B S4 FUEL 100LL, JET A TPA—1424(1000) NOTAM FILE RIU

L–3D, 7B

RWY 12–30: H4501X100 (ASPH) S–22 HIRL

IAP

RWY 30: PAPI(P2L).

RWY 17–35: H2970X100 (CONC) S–25, D–30 0.3% up N

RWY 17: Road. RWY 35: Highway.

AIRPORT REMARKS: Attended Mon–Fri 1600–0100Z†. Self-service fuel avbl 24 hours with major credit card. Heavy crop duster activity invof arpt. Ultralight activity on and in vicinity of arpt. HIRL Rwy 12–30 ops dusk–0800Z†, after 0800Z† ACTIVATE—CTAF.

WEATHER DATA SOURCES: HIWAS 115.4 EHF.

COMMUNICATIONS: CTAF 122.9

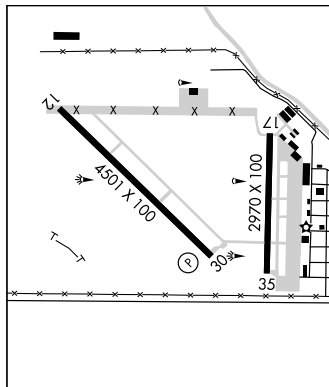
Ⓡ BAKERSFIELD APP/DEP CON 126.45 (1400–0700Z†)

Ⓡ L.A. CENTER APP/DEP CON 127.1 (0700–1400Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE BFL.

SHAFTER (H) VORTACW 115.4 EHF Chan 101 N35°29.07'

W119°05.84' 272° 4.8 NM to fld. 548/14E. HIWAS.



SHELTER COVE (ØQ5) 1 W UTC-8(-7DT) N40°01.69' W124°04.46'

KLAMATH FALLS
L-2H

69 TPA-1069(1000) NOTAM FILE OAK

RWY 12-30: H3400X75 (ASPH) S-20

RWY 12: Thld dsplcd 100'. Tree. Rgt tfc.

RWY 30: Thld dsplcd 500'. Tree.

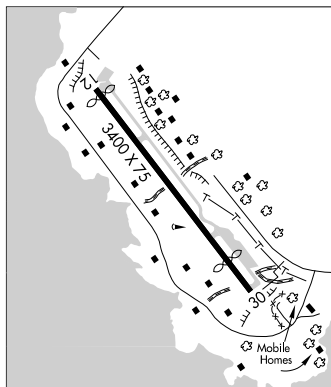
AIRPORT REMARKS: Unattended. Day use only; CLOSED ngts. Be alert for ultralights, hang gliders and parachuters invof arpt. Arpt use restricted by arpt manager to acft having a maximum certificated gross tkf weight of 12,500' or less, ctc arpt manager for additional info (707) 986-7447. Expect crosswinds, downdrafts, and extended periods of fog year-round. Student pilot solo flts prohibited. No practice apchs or touch and go ldgs. Golf carts operating on and invof arpt. Terrain +40' drop off located 500' north Rwy 12 end.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE UKI.

MENDOCINO (H) VORTACW 112.3 ENI Chan 70 N39°03.19'

W123°16.45' 312° 69.2 NM to fld. 2980/16E. **HIWAS.**



SHOSHONE (L61) 1 S UTC-8(-7DT) N35°58.12' W116°16.16'

LAS VEGAS

1568 TPA-2368(800) NOTAM FILE RAL

RWY 15-33: H2380X30 (ASPH) MIRL (NSTD)

RWY 15: Trees. **RWY 33:** Berm. Rgt tfc.

AIRPORT REMARKS: Unattended. Rwy CLOSED to helicopters. Rwy 15-33 NSTD MIRL, thld lgts 35' outboard of designated thld of rwy. ACTIVATE MIRL Rwy 15-33-122.8.

COMMUNICATIONS: CTAF 122.9

SIERRA SKY PARK (See FRESNO)

SIERRAVILLE DEARWATER (Ø79) 1 SE UTC-8(-7DT) N39°34.90' W120°21.24'

SAN FRANCISCO
L-9A

4984 TPA-5784(800) NOTAM FILE RNO

RWY 03-21: H3260X50 (ASPH) S-12

RWY 21: Thld dsplcd 193'. Road. Rgt tfc.

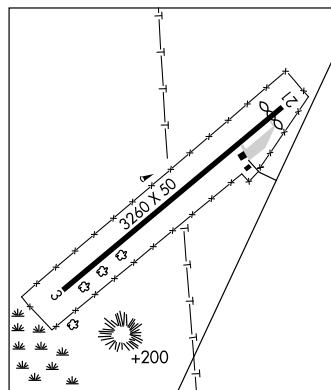
AIRPORT REMARKS: Unattended. Ultralight activity on and invof arpt. Rwy 03-21 severe cracks in pavement.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE TVL.

SQUAW VALLEY (L) VORW/DME 113.2 SWR Chan 79 N39°10.82'

W120°16.18' 335° 24.4 NM to fld. 8850/16E. **HIWAS.**



SISKIYOU CO (See MONTAGUE)

SONOMA SKYPARK (ØQ9) 3 SE UTC-8(-7DT) N38°15.45' W122°26.05'

SAN FRANCISCO

20 S4 FUEL 100LL, MOGAS TPA-1020(1000) NOTAM FILE OAK

RWY 08-26: H2480X40 (ASPH) S-8

RWY 08: Thld dsplcd 140'. Trees. Rgt tfc.

RWY 26: Thld dsplcd 237'. Trees.

AIRPORT REMARKS: Attended 1700-0100Z+. Ngts ops prohibited. Noise sensitive area E end of Rwy 08-26. For noise abatement information call arpt manager 707-996-2100. Rotorwing turbojet, ultralights plus acft over 8,500 pounds gross weight are prohibited. Perform pre-dep runup W end. Rwy 26 is calm wind rwy. Rwy 08 for arrival and dep only, no touch and go ldg or practice apchs.

COMMUNICATIONS: CTAF/UNICOM 122.8

SONOMA VALLEY (See SCHELLVILLE—SONOMA)

SOUTHARD FIELD (See BIEBER)

SOUTH CO AIRPORT OF SANTA CLARA CO (See SAN MARTIN)

SOUTHERN CALIFORNIA LOGISTICS (See VICTORVILLE)

SOUTH LAKE TAHOE

LAKE TAHOE (TVL) 3 SW UTC-8(-7DT) N38°53.63' W119°59.72'

6264 B S2 FUEL 100LL, JET A OX 3 TPA—SEE Remarks Class IV, ARFF Index A
NOTAM FILE TVL

RWY 18-36: H8544X150 (ASPH-GRVD) S-70, D-125, 2S-159, 2D-210 MIRL

RWY 18: MALSF. PAPI(P4L)—GA 3.0° TCH 47'. Brush.

RWY 36: REIL. Thld dspcd 2037'. Trees. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 18: TORA-8541 TODA-8541 ASDA-7817 LDA-7017

RWY 36: TORA-8541 TODA-9541 ASDA-7741 LDA-5708

AIRPORT REMARKS: Attended Sep-May 1500-0000Z†, Jun-Aug

1500-0400Z†. Birds and waterfowl invof arpt. After winter storms

Rwy 18-36 opens before all taxiways are clear. Arpt surrounded

on E, S and W by rapidly rising terrain. Tfc advisories and

sequencing in the tfc pattern are based on position reports

received from pilots in these areas. Adverse weather effects

magnified by mountains. Avoid desolation wilderness W of arpt.

Preferred arrival Rwy 18. Preferred departure Rwy 36. For large

and high performance acft dep Rwy 18, right downwind dep is

recommended. ARFF not avbl without PPR, call 530-541-0480.

CLOSED to air carrier ops with more than 9 passenger seats

except 48 hrs PPR call arpt manager 530-541-0480. Access

noise restrictions: max 80 DBA departure, 84 DBA arrival

(Transport-85 DBA), maximum 77.1 DBA night limit. Noise

abatement, depart Rwy 36, rwy heading 1 mile, left 320° at white arrow to shoreline. For noise abatement

information call 530-541-0480. Recreational airborne activity along southern lakeshore. TPA 7500(1236) small

acft, 8000(1736) transport/high performance aircraft. Twy H west of Twy A restricted to acft less than 12,500

pounds. ACTIVATE MIRL Rwy 18-36, MALSF and PAPI Rwy 18—CTAF.

WEATHER DATA SOURCES: ASOS 124.725 (530) 541-5739. LAWRS.

COMMUNICATIONS: CTAF 122.95 UNICOM 122.95

SQUAW VALLEY RCO 122.25 (RENO RADIO)

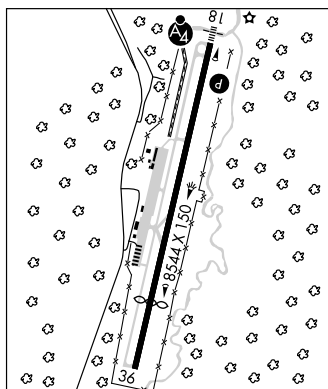
OAKLAND CENTER APP/DEP CON 127.95 **CLNC DEL** 134.3

RADIO AIDS TO NAVIGATION: NOTAM FILE TVL.

SQUAW VALLEY (L) VORW/DME 113.2 SWR Chan 79 N39°10.82' W120°16.18' 127° 21.4 NM to fld.

8850/16E. HIWAS.

LDA/DME 108.9 I-TVL Chan 26 Rwy 18. LOC front unusable byd 15° left of course byd 15° right of course. LOC front unusable from thld within 4.1 DME.



SAN FRANCISCO

H-3B, L-9

IAP, AD

SPAULDING (See SUSANVILLE)

SAN FRANCISCO

H-3B, L-9A

XTON

SAN FRANCISCO

COMMUNICATIONS: CTAF 122.9

SAN FRANCISCO

IAP AD

HELIPORT REMARKS: Helipad H1 ODALS.

STOVEPIPE WELLS (See DEATH VALLEY NATIONAL PARK)

STRATHMORE**ECKER FIELD** (1Q1) 1 NE UTC-8(-7DT) N36°09.74' W119°03.04'

SAN FRANCISCO

426 FUEL 100LL TPA-1426(1000) NOTAM FILE RIU

RWY 13-31: H2000X50 (ASPH)

RWY 13: Thld dsplcd 185'. Trees.

RWY 31: Thld dsplcd 265'. Trees.

AIRPORT REMARKS: Attended daylight hours. Night ops prohibited. Rwy 13-31 asph cracked, worn and pondswater.

Rwy 13-31 markings faded and partially obscured. Rwy 13-31 gross weight 10,000 pounds provided by arpt manager.

COMMUNICATIONS: CTAF/UNICOM 122.8**SUSANVILLE****SPAULDING** (1Q2) 16 NW UTC-8(7DT) N40°39.02' W120°46.11'

KLAMATH FALLS

5116 B TPA-5916(800) NOTAM FILE RNO

L-11A

RWY 16-34: H4600X50 (ASPH) S-12.5 MIRL

RWY 34: Rgt tfc.

AIRPORT REMARKS: Unattended. Rwy 16-34 pavement surface is deteriorated. Rwy 16-34 has numerous cracks and loose rocks. ACTIVATE MIRL Rwy 16-34-122.8.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE RDD.

REDDING (T) VOR/DME 108.4 RDD Chan 21 N40°30.27' W122°17.50' 064° 70.2 NM to fld. 490/18E.

SUSANVILLE MUNI (SVE) 5 SE UTC-8(-7DT) N40°22.54' W120°34.38'

KLAMATH FALLS

4149 B S4 FUEL 80, 100LL, JET A TPA-4949(800) NOTAM FILE SVE

L-11A

RWY 11-29: H4049X75 (ASPH-GRVD) S-15 MIRL 0.6% up NW

IAP

RWY 11: Trees.

RWY 29: VASI(V2L)-GA 3.0° TCH 25'. Rgt tfc.

RWY 07-25: 2179X60 (DIRT) 0.8% up W

RWY 07: Fence.

AIRPORT REMARKS: Attended 1600-0100Z±. Rwy 11-29 limited to 12,000 pounds by arpt manager. Twy D obstructed by a lgtd heliport H2. Rwy 11 powerline orange balls below tree line partially obscured. ACTIVATE MIRL Rwy 11-29-CTAF.**WEATHER DATA SOURCES:** AWOS-3 133.8 (530) 257-0315.**COMMUNICATIONS:** CTAF/UNICOM 122.8

OAKLAND CENTER APP/DEP CON 128.8

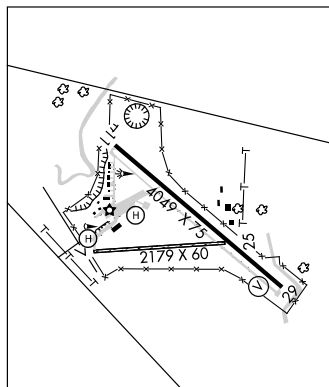
RADIO AIDS TO NAVIGATION: NOTAM FILE RNO.

MUSTANG (H) VORTACW 117.9 FMG Chan 126 N39°31.88'

W119°39.37' 304° 66 NM to fld. 5949/16E.

HELIPAD H1: H120X120 (ASPH)

HELIPAD H2: H65X65 (ASPH)

**SUTTER CO** (See YUBA CITY)

TAFT-KERN CO (L17) 1 E UTC-8(-7DT) N35°08.50' W119°26.29'**LOS ANGELES**
L-3D, 7B

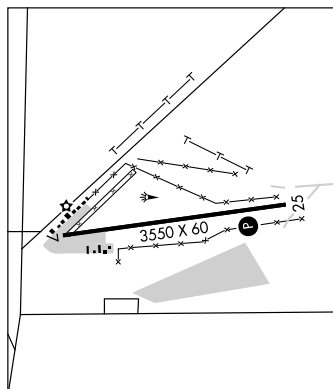
875 B S2 TPA-1675(800) NOTAM FILE RIU

RWY 07-25: H3550X60 (ASPH) S-4 MIRL**RWY 07:** Pole. **RWY 25:** PAPI(P2L)—GA 3.0° TCH 40'.

AIRPORT REMARKS: Attended Mon-Fri 1600-0000Z±, Sat-Sun 1800-0000Z±. Parachute Jumping. Be alert to lgtd cranes within 5 NM radius 200' AGL and below. Rwy 07 marked with X's, no landings. Rwy 25 steep uphill grade (2.2%). Rwy 07-25 has a dry streambed NE end. Rwy 07 no tkf with tailwinds. No student solo flights permitted. For arpt information call 661-393-7990. MIRL Rwy 07-25 and PAPI Rwy 25 ngt use only ACTIVATE—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE RIU.

FELLOWS (L) VORTAC 117.5 FLW Chan 122 N35°05.59' W119°51.94' 066° 21.2 NM to fld. 3870/16E.

**TEHACHAPI****MOUNTAIN VALLEY** (L94) 2 SE UTC-8(-7DT) N35°06.06' W118°25.39'**LOS ANGELES**
L-3D, 7B4220 S4 **FUEL** 100LL OX 2, 4 TPA-5220(1000) NOTAM FILE RIU**RWY 09R-27L:** H4890X36 (ASPH-DIRT)**RWY 09R:** Tree. Rgt tfc. **RWY 27L:** Berm.**RWY 09L-27R:** H4890X36 (ASPH-DIRT)**RWY 09L:** Road **RWY 27R:** Berm. Rgt tfc.

AIRPORT REMARKS: Attended 1600-2100Z±, 2200-0100Z±. For fuel after hours call 805-822-5159. Gliders apch from N, use Rwy 09L-27R, powered acft apch from S; use Rwy 09R-27L. Rwy end 09R first 1200'X36' dirt, Rwy end 27L remaining 3,690'X36' asphalt. Rwy end 09L first 1200'X36' dirt; Rwy end 27R remaining 3690' asphalt of varying widths. Rwy 09R-27L marked with nstd thld bars at each end; no numbers no centerline. Rwy 09L-27R restricted to sailplane use. Rwy 09L no runway centerline. Rwy 09L nstd thld marking only. Rwy 09L marked with letter R on each end no centerline. Rwy 27R no runway centerline. Rwy 27R nstd thld marking only.

NOTE: See Special Notice—Aerobatic Practice Area Mountain Valley Airport, Tehachapi, CA.

COMMUNICATIONS: CTAF/UNICOM 123.0**RADIO AIDS TO NAVIGATION:** NOTAM FILE HHR.

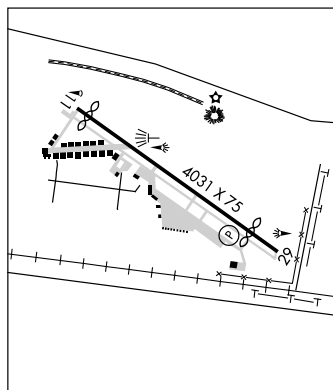
LAKE HUGHES (L) VORTACW 108.4 LHS Chan 21 N34°40.98' W118°34.62' 002° 26.2 NM to fld. 5790/15E.

TEHACHAPI MUNI (TSP) 0 NE UTC-8(-7DT) N35°08.10' W118°26.35'**LOS ANGELES**
L-3D, 7B4001 B S4 **FUEL** 100LL, JET A TPA-5001(1000) NOTAM FILE RIU**RWY 11-29:** H4031X75 (ASPH) HIRL**RWY 11:** Thld dspld 285'. Hill. Rgt tfc.**RWY 29:** PAPI(P2L)—GA 3.5° TCH 15'. Thld dspld 375'. Poles.

AIRPORT REMARKS: Attended 1600-0100Z±. CLOSED holidays. For after hrs arpt attendance call 949-500-7753. Fuel 24 hrs credit card. Lgtd obstruction mountain 1 mile west of arpt 4279' MSL. Gross weight pavement strength provided by arpt manager: 25,000 lbs. ACTIVATE HIRL Rwy 11-29—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.025 (661) 823-0473.**COMMUNICATIONS:** CTAF/UNICOM 123.0**RADIO AIDS TO NAVIGATION:** NOTAM FILE HHR.

LAKE HUGHES (L) VORTACW 108.4 LHS Chan 21 N34°40.98' W118°34.62' 359° 27.9 NM to fld. 5790/15E.



THERMAL N33°37.69' W116°09.61' NOTAM FILE TRM.

(H) **VORTAC** 116.2 TRM Chan 109 at Jacqueline Cochran Rgnl. -87/13E.

LOS ANGELES

H-41, L-41

VORTAC portion unusable:

045°-060° byd 30 NM blo 12,000'

045°-060° byd 35 NM blo 13,500'

060°-090° byd 35 NM blo 9,000'

160°-185° byd 20 NM blo 12,000'

160°-185° byd 30 NM blo 14,000'

185°-260° byd 20 NM blo 18,500'

260°-265° byd 35 NM blo 11,000'

260°-265° byd 36 NM blo 12,000'

265°-285° byd 35 NM blo 13,500'

325°-045° byd 20 NM blo 12,000'

325°-045° byd 35 NM blo 13,500'

DME portion unusable:

060°-090° byd 35 NM blo 9,000'

160°-285° byd 15 NM blo 17,500'

160°-285° byd 30 NM

325°-060° byd 20 NM blo 12,000'

325°-060° byd 30 NM blo 15,000'

RCO 122.3 (RIVERSIDE RADIO)

TORRANCE

ZAMPERINI FLD (TOA) 3 SW UTC-8(-7DT) N33°48.20' W118°20.38'

103 B S4 **FUEL** 80, 100LL OX 1, 2, 3, 4 TPA-1103(1000) NOTAM FILE TOA

RWY 11L-29R: H5001X150 (ASPH-CONC) S-30, D-50, 2D-90 MIRL 0.3% up E

RWY 11L: VASI(V2L)-GA 3.5° TCH 10'. Thld displcd 541'. Trees.

RWY 29R: MALSR. VASI(V4L)-GA 4.0° TCH 11'. Thld displcd 540'.

Building. Rgt tfc.

RWY 11R-29L: H3000X75 (ASPH) S-28 MIRL

RWY 11R: Rgt tfc.

RWY 29L: REIL. VASI(V2L)-GA 4.0° TCH 25'. Building.

AIRPORT REMARKS: Attended 1400-0600Z†. Fuel avbl 1500-0400Z†.

Numerous flocks of birds on and in vof arpt. CAUTION: Farm equipment operating near all rwys and taxiways. Noise sensitive area all quadrants. For noise abatement procedures information contact Arpt Noise Abatement 310-784-7950 or 122.9. Certain turbojet acft permanently excluded. Touch and go ldg and stop and go ldg and low apch operations limited to 1600-0400Z† (taxi-back until 0600Z†) weekdays and 1800-0100Z† Sat. No touch and go ldg and stop and go ldg and low apch operations and taxi-back operations on Sun and holidays. Arpt CLOSED to departure 0600-1500Z† weekdays and 0600-1600Z† weekends and holidays. No multi-engine simulated engine-out procedures authorized in tfc pattern. Taxiways cross apch zone both ends Rwy 11R-29L observe taxi hold lines. When twr clsd ACTIVATE MALSR Rwy 29R-CTAF. MIRL Rwy 11L-29R ops SS-SR, MIRL Rwy 11R-29L ops 1400-0400Z†.

WEATHER DATA SOURCES: LAWRS.

COMMUNICATIONS: CTAF 124.0 ATIS 125.6 (310) 534-2847 UNICOM 122.95

Ⓡ **SOCAL APP CON** 124.3 (Rwy 11L and Rwy 11R) 127.2 (Rwy 29R and Rwy 29L)

Ⓡ **SOCAL DEP CON** 124.3 (Rwy 29R and Rwy 29L) 127.2 (Rwy 11L and Rwy 11R)

TOWER 135.6 (North) 124.0 (South) (1500-0400Z†) **GND CON** 120.9

AIRSPACE: CLASS D svc 1500-0400Z† other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE LAX.

LOS ANGELES (H) VORTACW 113.6 LAX Chan 83 N33°55.99' W118°25.92' 134° 9.0 NM to fld. 182/15E.

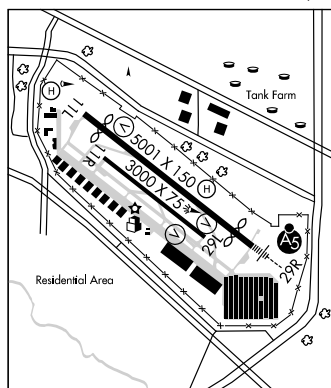
ILS/DME 111.9 I-TOA Chan 56 Rwy 29R.

COMM/NAV/WEATHER REMARKS: Twr sectorization is based on center of arpt parallel to Rwy 11-29 centerline.

HELIPAD H1: H110X110 (ASPH)

HELIPORT REMARKS: Helipad H2 yellow perimeter lgts. Torrance Medical Center helipad located on arpt property.

ACTIVATE H1 perimeter lgts 24 hrs-CTAF.



LOS ANGELES

COPTER

H-41, L-3E, 4G, A

IAP, AD

TRACY

NEW JERUSALEM (1Q4) 7 SE UTC-8(-7DT) N37°40.67' W121°18.07'

SAN FRANCISCO

L-2F, 3B

62 TPA-862(800) NOTAM FILE RIU

RWY 12-30: H3530X60 (ASPH) S-12.5

AIRPORT REMARKS: Unattended. Model acft activity on and in vof abandoned rwy. Aerobatic activity north northeast of arpt and over abandoned parallel Rwy 12-30 from surface to 4,000' MSL. Ngt opr prohibited.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE SCK.

MANTECA (H) VORTAC 116.0 ECA Chan 107 N37°50.02' W121°10.28' 197° 11.2 NM to fld. 48/17E.

TRACY MUNI (TCY) 3 SW UTC-8(-7DT) N37°41.34' W121°26.50'

SAN FRANCISCO

193 B S4 FUEL 100LL, JET A TPA-993(800) NOTAM FILE TCY

L-2F, 3B

RWY 08-26: H4005X100 (ASPH) S-50, D-70, 2S-89, 2D-120 MIRL 0.5% up W

IAP

RWY 08: PAPI(P2L)—GA 3.4° TCH 20'. Thld dsplcd 271'. Fence.

RWY 26: PAPI(P2L)—GA 3.0° TCH 20'. Thld dsplcd 295'. Road.

RWY 12-30: H4001X100 (ASPH) S-50, D-70, 2S-89, 2D-120
MIRL 0.3% up SE

RWY 12: Building.

RWY 30: VASI(V4L)—GA 3.0° TCH 30'. Thld dsplcd 261'. Road.

AIRPORT REMARKS: Attended 1600-0200Z±. Balloon and paraplane activity on the arpt. Aerobatic area adjacent within 1 statute mile radius from 500 AGL-3000 MSL SR-SS. 100' crane located 600' SW of the apch end Rwy 30. Weather robot phone 209-835-6098. ACTIVATE MIRL Rwy 08-26 and Rwy 12-30, PAPI Rwy 08 and Rwy 26 VASI Rwy 30—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.375 (209) 831-4335.

COMMUNICATIONS: CTAF/UNICOM 123.075

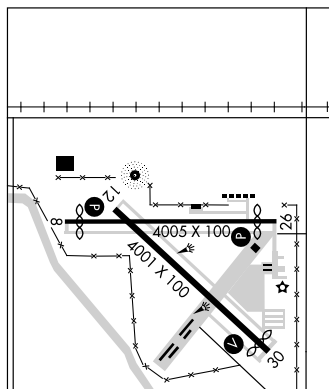
® **NORCAL APP/DEP CON** 123.85

RADIO AIDS TO NAVIGATION: NOTAM FILE SCK.

MANTECA (H) VORTAC 116.0 ECA Chan 107 N37°50.02'

W121°10.28' 219° 15.5 NM to fld. 48/17E.

TRACY NDB (MHW) 203 TCY N37°41.54' W121°26.68' at
fld. NOTAM FILE RIU. Unmonitored.



TRAVIS AFB (SUU)(KSUU) AF 3 E UTC-8(-7DT) N38°15.76' W121°55.65'

SAN FRANCISCO

62 B TPA—See Remarks AOE NOTAM FILE SUU Not insp.

H-3B, L-2F, 3A, A

RWY 03L-21R: H11001X150 (PEM) PCN 64 R/C/W/T HIRL

DIAP, AD

RWY 03L: PAPI(P4L).

RWY 21R: PAPI(P4L).

RWY 03R-21L: H10992X150 (CONC) PCN 49 R/C/W/T HIRL CL

RWY 03R: PAPI(P4L).

RWY 21L: ALSF2. TDZL. PAPI(P4L).

MILITARY SERVICE: LGT PAPI coincidental with ILS GS Rwy 03L and 21L visual descent point for Height Group 4 acft only. PAPI Rwy 03R and 21R provides proper TCH for Height Group 4 acft only, NSTD ALSF2 Rwy 21L. Rwy 21R thld lgts gated. Rwy 03L-21R thld and edge lgts are on step 3 unless req otherwise or unless step 4 or step 5 is rqr for wx conditions. **JASU** 1(MA-1) 6(MA-1A) 1(MC-1A) 1(MC-2A) 8(A/M32A-86) 1(707 Starting unit) **FUEL** J8 **OIL** O-128-133-148-156 **TRAN ALERT** Svc 24 hr daily. Expect extensive svc delay weekends and holidays. Transient acft, except AMC mission, ctc Command Post not later than 15 minutes out for svc req. Fleet svc avbl.

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Remark. Rwy 03R-21L CLOSED indef. Heavy concentration of blackbirds, gulls, and other migratory birds in the apch and dep routes and along infield areas from 1 Sep-30 Apr (Phase II). **RSTD** Rwy 03R-21L CLOSED until late 2011 for construction. PPR required DSN 837-5517 C707-424-5517 except all Air Mobility Command (AMC), AMC gained and AMC contract missions. NOTE: Aircraft carrying Distinguished Visitors, Emergency Air Evac and Special Air Missions (SAM) require PPR for Command Post notification and tracking purposes. Max performance climbs are prohibited for high performance acft. When Rwy 03L-21R not avbl, aircrew should req 15 minute early engine start for rqr back taxi opr. B52 acft taxi opr limited to Twys G, N and M only. C-5 ops not permitted on Twys K and L NW of Twy N. Acft larger than C-17, tow only on Twy L. 180° turn rstd to concrete portion of rwy only. **CAUTION** Take-off obstacles Rwy 3L: 122' MSL (58' AGL) parked KC10 tails 966' to 1870' from departure end of rwy, 738' to 958' left of centerline. Extreme bright light on ramp located W side of arpt can cause hazard illusions and disorientation during dep/ldg. RVR unavbl for approach and Rwy 21R/dep end Rwy 3L. Rwy edge lgts for both rwys located more than 10' from edge of usable rwy surface. Rwy 03L-21R and Rwy 03R-21L edge lgts have gaps of more than 400' on the apch/departure end of rwys. Rwy 03L-21R thld lgts are located more than 10' from the edge of the usable rwy sfc. Extensive lgt acft ops. Possible radio frequency interference all frequencies 9 NM NE over Navy transmit. Expect wind shear blo 2000' on apch to all rwys. Heavy C5 jet tfc in immediate vicinity. High density VFR tfc cross final apch and dep course. Arrival acft expect heavy jet acft cross rwy to parallel twy. Breaking action on rwy and twy may be impaired due to heavy rubber deposits. Avoid overflight of firing range located 550' right of centerline and 1 NM prior to apch end Rwy 21R when red bcn is on or red flag is displayed. Twy N may be temporarily clsd without notice south of the 900 ramp due to C-17 combat off-load training. Hang glider/tow ops on-going at Maine Prairie Arpt, 3 miles N of Travis, (TZZ R328/SUU018010/3822N12149W) sfc to 5000'. Outboard engines rstd to idle only on Twy Delta east of Rwy 03R-21L for B747 acft and larger. C17 offloads prohibited on Twy D east of Rwy 03R-21L. **TFC PAT** TPA—Rectangular 1600(1538), overhead 2100(2038). **CSTMS/AG/IMG** Due to limited customs, prior notice/coordination required for arrival outside of normal workday hrs. For night, Sat, Sun and holiday arrival, 1 hr prior notice required. Mission coordination thru Travis Comd Post at DSN 837-5517 or C707-424-5517. **MISC** All acft carrying Distinguished Visitor will notify Comd Post no later than 24 hr prior with arr time and rqr at DSN 837-5517 or C707-424-5517. Acft with Distinguished Visitor code 7 or abv and all inbound passenger/cargo acft must ctc Comd Post 30 min prior to ldg and confirm block time. Base OPS DSN 837-2836, C707-424-2836. No backing oper on spots 511 thru 515. First 1000' Rwy 21R and first 2900' Rwy 03L concrete, mid 7100' asph. Rwy 03R-21L ungrooved. Rwy 21R grooved between 10,000' and 7,750' remaining and between 4,800' and 1,100' remaining. Rwy 03L grooved between 9900' and 6200' remaining and between 3250' and 1000' remaining. Aircrews should exercise caution following rain where standing water is present or sfc appears glassy, expect reduced braking performance, or possible hydroplaning.

COMMUNICATIONS: TRAVIS **D-ATIS** 135.55 292.125 DSN 387-2847

PTD 285.575

(R) APP CON 119.9 322.325 (S) 126.6 291.0 (N)

TOWER 120.75 239.05 254.4 **GND CON** 121.8 289.4 **CLNC DEL** 127.55 335.8

(R) DEP CON 119.9 126.6 322.325 (S) 306.9 (N)

COMD POST 141.9 349.4 **PMSV METRO** 271.1 Wx fit hrs Mon-Fri 1400-0200Z excluding hol or during severe wx.

Wx DSN 837-3003/5549, C707-424-3003/5549. PMSV svc avbl only when wx fit forecaster on duty. Wx obsn avbl continuously via automated system. During wx fit closures remote briefing svc avbl from 25 Op wx squadron DSN 228-6598/6599/6588, C520-228-6598. When auto obs sys inoperable, obstructions at 350-020° and 210-280° may impact derived prevailing visibility. Rwy 21L touchdown, midfield, rollout runway visual range avbl.

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RADIO AIDS TO NAVIGATION: NOTAM FILE SUU.

(L) **TACAN** Chan 113 SUU (116.6) N38°14.73' W121°56.70' 022° 1.3 NM to fld. 32/17E. No NOTAM MP Tue 1300–1600Z† (1500 3+1).

TACAN azimuth and DME unusable:

155°–160° byd 20 NM blo 7,000'

260°–320° byd 20 NM blo 10,000'

(L) **VORW** 116.4 TZZ N38°20.65' W121°48.64' 211° 7.4 NM to fld. No NOTAM MP Mon 1300–1600Z† (1500 3+1). SHUTDOWN.

ILS 110.1 I-SUU Rwy 21L. Back course unusable. Middle Marker not installed, DME in lieu of Middle Marker. No NOTAM MP Wed–Fri 1300–1600Z† (1500 3+1).

ILS 108.35 I-TXV Rwy 03L. Class IT. Middle Marker not installed, DME in lieu of Middle Marker. No NOTAM MP Wed–Fri 1300–1600Z† (1500–3+1)

ILS 108.35 I-MZP Rwy 21R. Class IB.

ASR—No NOTAM MP Mon–Fri 0801–1300Z†.

COMM/NAV/WEATHER REMARKS: ILS Rwy 21L (CAT II) Special aircrew and acft certification rqr. Missed apch at Inner Marker if acft not radar altimeter equipped. ILS/Radar—Radar: Radar coverage limited in area bounded by SUU075/004, SUU115/013, SUU157/011, SUU185/003. Tfc advisories may not be avbl for non-transponder equipment acft. Obstructions may impact prevailing visibility 350°–020° and 210°–280°. ATC will enhance surface obstructions when twr visibility is less than 45 statute miles and different than reported visibility. During evacuation of Combat Weather Team (CWT), ctc 250WS (Operational Weather Team) at number below if unable to reach CWT at DSN 837–7241 C707–424–7241. Alternate WX location visibility severely limited due to trees, buildings and parked acft. ATC will supplement surface obstructions as needed. KSUU Metro operational continuous. Transient briefing service avbl 25 OWS DSN 228–6598 C520–228–6598.

TRINITY CENTER (086) 0 E UTC–8(–7DT) N40°58.97' W122°41.62'

2390 TPA—3190(800) NOTAM FILE RIU

RWY 14–32: H3215X50 (ASPH) S–10

RWY 14: Thld dsplcd 200'.

RWY 32: Thld dsplcd 200'. Rgt tfc.

AIRPORT REMARKS: Unattended. Arpt clsd ngt. Be alert to deer on rwy.

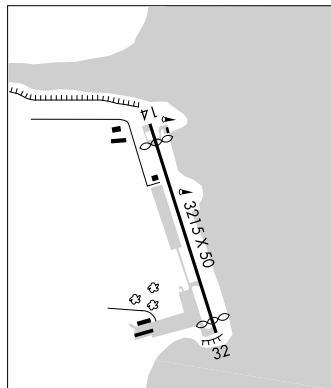
Calm wind Rwy 14. Intermittently clsd winters due to snow. Ctc county transportation office for information 530–623–1365. High terrain all quadrants. Noise abatement procedures in effect W and NW of arpt. Trees/homes west side of arpt.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.

FORT JONES (L) VOR/DME 109.6 FJS Chan 33 N41°26.98'

W122°48.39' 151° 28.5 NM to fld. 4900/19E. **HIWAS.**



KLAMATH FALLS

L-2H

TRONA (L72) 4 N UTC–8(–7DT) N35°48.75' W117°19.64'

1716 B S4 TPA—2716(1000) NOTAM FILE RAL

RWY 17–35: H5930X60 (ASPH) LIRL (NSTD)

RWY 17: Fence.

AIRPORT REMARKS: Attended irregularly. Rwy 17–35 NSTD LIRL edge lgts 55' from edges of rwy. ACTIVATE LIRL Rwy 17–35 5 clicks on frequency—122.8.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE EDW.

EDWARDS (L) VORTAC 116.4 EDW Chan 111 N34°58.94' W117°43.96' 007° 53.6 NM to fld. 2354/15E.

HELIPAD H1: H52X52 (ASPH)

HELIPORT REMARKS: Helipad H1 is located 230' west of Rwy 17–35 and 3,380' south of Rwy 17 thld.

LAS VEGAS

H-4I, L-7C

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RADIO AIDS TO NAVIGATION: NOTAM FILE SUU.

(L) **TACAN** Chan 113 SUU (116.6) N38°14.73' W121°56.70' 022° 1.3 NM to fld. 32/17E. No NOTAM MP Tue 1300–1600Z† (1500 3+1).

TACAN azimuth and DME unusable:

155°–160° byd 20 NM blo 7,000'

260°–320° byd 20 NM blo 10,000'

(L) **VORW** 116.4 TZZ N38°20.65' W121°48.64' 211° 7.4 NM to fld. No NOTAM MP Mon 1300–1600Z† (1500 3+1). SHUTDOWN.

ILS 110.1 I-SUU Rwy 21L. Back course unusable. Middle Marker not installed, DME in lieu of Middle Marker. No NOTAM MP Wed–Fri 1300–1600Z† (1500 3+1).

ILS 108.35 I-TXV Rwy 03L. Class IT. Middle Marker not installed, DME in lieu of Middle Marker. No NOTAM MP Wed–Fri 1300–1600Z† (1500–3+1)

ILS 108.35 I-MZP Rwy 21R. Class IB.

ASR—No NOTAM MP Mon–Fri 0801–1300Z†.

COMM/NAV/WEATHER REMARKS: ILS Rwy 21L (CAT II) Special aircrew and acft certification rqr. Missed apch at Inner Marker if acft not radar altimeter equipped. ILS/Radar—Radar: Radar coverage limited in area bounded by SUU075/004, SUU115/013, SUU157/011, SUU185/003. Tfc advisories may not be avbl for non-transponder equipment acft. Obstructions may impact prevailing visibility 350°–020° and 210°–280°. ATC will enhance surface obstructions when twr visibility is less than 45 statute miles and different than reported visibility. During evacuation of Combat Weather Team (CWT), ctc 250WS (Operational Weather Team) at number below if unable to reach CWT at DSN 837–7241 C707–424–7241. Alternate WX location visibility severely limited due to trees, buildings and parked acft. ATC will supplement surface obstructions as needed. KSUU Metro operational continuous. Transient briefing service avbl 25 OWS DSN 228–6598 C520–228–6598.

TRINITY CENTER (086) 0 E UTC–8(–7DT) N40°58.97' W122°41.62'

2390 TPA—3190(800) NOTAM FILE RIU

RWY 14–32: H3215X50 (ASPH) S–10

RWY 14: Thld dsplcd 200'.

RWY 32: Thld dsplcd 200'. Rgt tfc.

AIRPORT REMARKS: Unattended. Arpt clsd ngt. Be alert to deer on rwy.

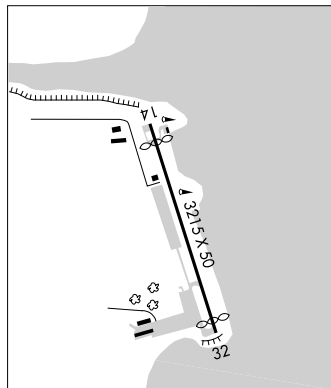
Calm wind Rwy 14. Intermittently clsd winters due to snow. Ctc county transportation office for information 530–623–1365. High terrain all quadrants. Noise abatement procedures in effect W and NW of arpt. Trees/homes west side of arpt.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.

FORT JONES (L) VOR/DME 109.6 FJS Chan 33 N41°26.98'

W122°48.39' 151° 28.5 NM to fld. 4900/19E. **HIWAS.**



KLAMATH FALLS

L-2H

TRONA (L72) 4 N UTC–8(–7DT) N35°48.75' W117°19.64'

1716 B S4 TPA—2716(1000) NOTAM FILE RAL

RWY 17–35: H5930X60 (ASPH) LIRL (NSTD)

RWY 17: Fence.

AIRPORT REMARKS: Attended irregularly. Rwy 17–35 NSTD LIRL edge lgts 55' from edges of rwy. ACTIVATE LIRL Rwy 17–35 5 clicks on frequency—122.8.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE EDW.

EDWARDS (L) VORTAC 116.4 EDW Chan 111 N34°58.94' W117°43.96' 007° 53.6 NM to fld. 2354/15E.

HELIPAD H1: H52X52 (ASPH)

HELIPORT REMARKS: Helipad H1 is located 230' west of Rwy 17–35 and 3,380' south of Rwy 17 thld.

LAS VEGAS

H-4I, L-7C

TRUCKEE-TAHOE (TRK) 2 E UTC-8(-7DT) N39°19.20' W120°08.37'

SAN FRANCISCO

5900 B S4 FUEL 100LL, JET A, A1 + OX 1, 2 TPA-7000(1100) NOTAM FILE TRK

H-3B, L-9A

RWY 10-28: H7000X100 (ASPH-GRVD) S-60, D-100, 2S-127 MIRL

IAP

RWY 10: REIL. Tree.

RWY 01-19: H4650X75 (ASPH) S-12.5 MIRL

RWY 01: Tree.

RWY 19: VASI(V2L)—GA 3.5° TCH 30'. Thld dsplcd 115'.

Rgt tfc.

AIRPORT REMARKS: Attended 1400-0700Z†. Fuel avbl 1500-0600Z† (0600-SS 100LL only). Wildlife on and invof arpt. Sailplanes ops NE of arpt May-Sep. High volume of glider opr on and invof arpt. Simultaneous opr on Oct 28 and Jan 19. Down drafts may be encountered expect windshear. Summer density altitudes in afternoon often exceed 9000'. No de-ice svc avbl. Rwy 19 sailplanes left traffic. Ultralight activity on and invof arpt. Noise abatement procedures in effect. Please avoid flight over residential areas, N, W, S and voluntarily avoid arrivals between 0700-1400Z†. Ctc arpt administration at 530-587-4119 for more information. Rwy 19 dsplcd thld not lgtd. Rwy 19 edge lgts begin 400' from end of rwy. ACTIVATE MIRL Rwy 01-19, Rwy 10-28, and VASI Rwy 19—CTAF. REIL Rwy 10 avbl on req ctc UNICOM (1400-0700Z†). NOTE: See Special

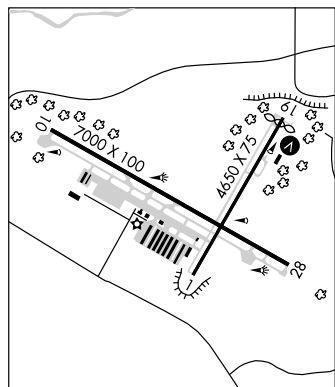
Notices—Glider/Soaring Activities Around the Reno-Tahoe International Airport.

WEATHER DATA SOURCES: AWOS-3 118.0 (530) 587-4599.**COMMUNICATIONS:** CTAF/UNICOM 122.8

® OAKLAND CENTER APP/DEP CON 127.95

RADIO AIDS TO NAVIGATION: NOTAM FILE TVL.

SQUAW VALLEY (L) VOR/DME 113.2 SWR Chan 79 N39°10.82' W120°16.18' 020° 10.3 NM to fld.
8850/16E. HIWAS.

**TULARE****MEFFORD FLD** (TLR) 3 SE UTC-8(-7DT) N36°09.38' W119°19.59'

SAN FRANCISCO

265 B FUEL 100LL, A TPA-1265(1000) NOTAM FILE RIU

L-3C, 9A

RWY 13-31: H3901X75 (ASPH) S-12.5 MIRL

IAP

RWY 13: VASI(V2L)—GA 3.5° TCH 30'. Road.

RWY 31: VASI(V2L)—GA 3.0° TCH 26'. Trees.

AIRPORT REMARKS: Attended 1600Z†—dusk. ACTIVATE MIRL Rwy 13-31—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.0 (559) 686-2613. Plus precipitation and thunderstorm.

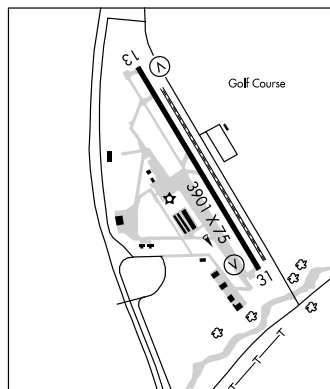
COMMUNICATIONS: CTAF/UNICOM 122.7

® FRESNO APP/DEP CON 118.5

RADIO AIDS TO NAVIGATION: NOTAM FILE VIS.

VISALIA (T) VOR/DME 109.4 VIS Chan 31 N36°22.04'
W119°28.93' 133° 14.7 NM to fld. 260/16E.

COMM/NAV/WEATHER REMARKS: Communication with Fresno App unavailable blo 1,000' communication through Rancho Murieta FSS 1-800-992-7433.

**TULE** N35°54.78' W119°01.25' NOTAM FILE PTV.

SAN FRANCISCO

(L) VOR/DME 109.2 TTE Chan 29 328° 7.3 NM to Porterville Muni. 580/16E.

H-4I, L-3D, 7B

VOR/DME unusable:

160°-170° byd 30 NM blo 3,800' 290°-320° byd 39NM

RCO 122.1R 109.2T (RANCHO MURIETA RADIO)

TULELAKE MUNI (081) 7 SE UTC-8(-7DT) N41°53.44' W121°21.64'

KLAMATH FALLS

4044 B S2 **FUEL** 100LL TPA-4844(800) NOTAM FILE RIU

L-21, 11A

RWY 11-29: H3577X44 (ASPH) S-12.5 MIRL

RWY 11: Road. **RWY 29:** Rgt tfc.

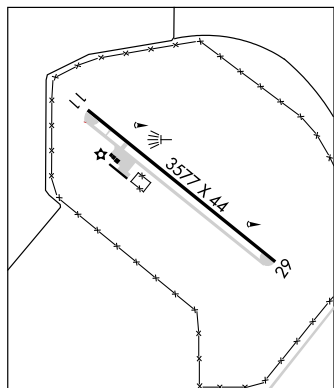
AIRPORT REMARKS: Attended Jun-Aug 1400-0100Z†, Sept-May Mon-Fri 1600-0100Z†. Sep-May Sat-Sun on call. For fuel call 530-664-2661. ACTIVATE MIRL Rwy 11-29-122.8.

COMMUNICATIONS: CTAF 122.9

KLAMATH FALLS RCO 122.6 (MC MINNVILLE RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE LMT.

KLAMATH FALLS (H) VORTACW 115.9 LMT Chan 106 N42°09.19' W121°43.65' 117° 22.7 NM to fld. 4087/17E. **HIWAS.**



TURLOCK MUNI (015) 8 E UTC-8(-7DT) N37°29.04' W120°41.83'

SAN FRANCISCO

159 B S4 **FUEL** 100LL TPA-959(800) NOTAM FILE RIU

RWY 12-30: H2985X50 (ASPH) S-12 LIRL (NSTD)

RWY 12: Tree.

AIRPORT REMARKS: Attended continuously. Fuel avbl 24 hrs. Rwy 12-30 NSTD LIRL, lgts 20' from rwy edge. ACTIVATE LIRL Rwy 12-30 —CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

TUSI AHP (HUNTER LIGGETT) (HGT) A 3 NW UTC-8(-7DT) N35°59.61' W121°14.20'

LOS ANGELES

1017 B NOTAM FILE OAK

Not insp.

L-3C

RWY 14-32: H570X50 (CONC) MIRL

DIAP

MILITARY SERVICE: **FUEL** J8. Avbl Mon-Fri 1600-0000Z† except holiday. PPR DSN 686-2403/2503.

MILITARY REMARKS: **RSTD** CLOSED to fixed wing acft. 24 hr PPR all acft. Ctc Range Con DSN 686-2403/2503,

C831-386-2403/2503 for entry approval of Hunter Liggett Reservation. **CAUTION** Parking ramp/twy less than minimum clearance, exercise extreme caution, acft parked within 150' of centerline. **NS ABTMT** Procedure (remain 1000' AGL) in effect outside of Ft. Hunter Liggett boundary. Acft remain clear of cantonment area, lakes and reservoirs. **MISC** Tactical fixed wing airstrip (Schoonover Landing Zone) avbl for C-130 and OV-10 mil fixed wing acft only, 2¼ NM SE of main heliport. Fuel unavbl at Schoonover Landing Zone.

COMMUNICATIONS:

OAKLAND CENTER APP/DEP CON 128.7 307.0

RANGE CON OPS 126.2 229.5 41.05 (All acft ctc for advisory upon entering reservation.)

RADIO AIDS TO NAVIGATION: NOTAM FILE OAK.

BIG SUR (L) VORTACW 114.0 BSR Chan 87 N36°10.88' W121°38'53' 104° 22.7 NM to heliport. 4085/16E.

TWENTYNINE PALMS (TNP) 6 E UTC-8(-7DT) N34°07.90' W115°56.75'

LOS ANGELES

1888 B S2 FUEL 100LL TPA-2888(1000) NOTAM FILE RAL

H-4I, L-4I

RWY 08-26: H5531X75 (ASPH) MIRL 1.6% up W

IAP, DIAP

RWY 08: REIL. PAPI(P2L)—GA 3.0° TCH 40'. P-line.

RWY 26: REIL. PAPI(P2L)—GA 3.0° TCH 40'.

RWY 17-35: H3797X50 (ASPH) MIRL 0.9% up S

RWY 17: P-lines.

RWY 35: Hill.

AIRPORT REMARKS: Attended 1600-0100Z±. Parachute Jumping. Be alert for acrobatic activity south of Rwy 17-35. Rwy 08 REIL OTS indef. Rwy 26 REIL OTS indef. ACTIVATE MIRL Rwy 08-26 and Rwy 17-35, REIL Rwy 08 and 26—CTAF. Twy lgts on twy connecting Rwy 08-26 and Rwy 17-35, plus blue reflectors on parallel twy serving Rwy 17-35.

COMMUNICATIONS: CTAF/AUNICOM 122.8

RCO 122.1R 114.2T (RIVERSIDE RADIO)

L.A. CENTER APP/DEP CON 128.15

RADIO AIDS TO NAVIGATION: NOTAM FILE RAL.

(L) VORTAC 114.2 TNP Chan 89 N34°06.73' W115°46.19'

263° 8.8 NM to fld. 1374/15E.

VORTAC unusable:

005°-035° byd 18 NM blo 6,800'

035°-065° byd 25 NM blo 6,000'

080°-095° byd 30 NM blo 6,000'

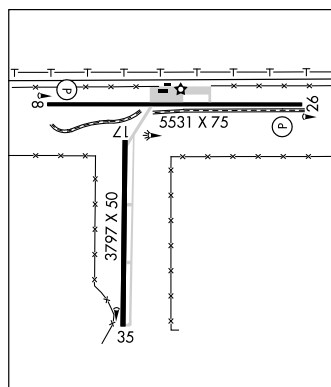
095°-150° byd 18 NM blo 6,000'

150°-170° byd 20 NM blo 7,000'

170°-190° byd 25 NM blo 7,000'

VOR portion and DME unusable:

190°-245° byd 20 NM blo 7,000'



315°-330° byd 33 NM blo 6,200'

330°-345° byd 20 NM blo 6,200'

345°-005° byd 35 NM blo 8,300'

245°-260° byd 25 NM blo 7,500'

TWENTYNINE PALMS SELF (NXP) MC 9 NW UTC-8(-7DT) N34°17.77' W116°09.73'

LOS ANGELES

2041 B NOTAM FILE NXP Not insp.

H-4I, L-4I, 7D

RWY 10-28: 8015X150 (PSP) S-80, D-180, 2S-175, 2D-320, 2T-520, C5-850 HIRL

DIAP, AD

RWY 10: SALSF. OLS. Rgt tfc. 0.4% down. RWY 28: SALSF. OLS.

ARRESTING GEAR/SYSTEM

RWY 10 M31 (1981')

M31 (1981') RWY 28

MILITARY SERVICE: LGT All lgt by prior apvl. Rwy 10 and Rwy 28 portable lgt. **A-GEAR** Ctc twr for arrestment, expect 5 min delay. **FUEL** J5. Qualified acft captain/crew chief must be provided by user to refuel acft. Hot refuel avbl w/PPR Mon-Thu 2000-0600Z±, Fri 1700-0000Z±. **TRAN ALERT** No gas turbine system technicians avbl, users should ctc respective logistics squadrons.

MILITARY REMARKS: Opr Mon-Thu 1700-0600Z±, Fri 1700-0000Z±, clsd Sat, Sun. See FLIP AP/1, Supplementary Arpt Remarks. **RSTD** CLOSED fld ops prohibited except MCAGCC (Marine Corps Air Ground Combat Center) SAR acft only. PPR required for FUEL, VIP/passenger movement, practice arrestments, and ngt vision devices training. Opr outside public hrs permitted by 24 hr PPR; 72 hr PPR for Sat, Sun opr. Base OPS DSN 230-7816, C760-830-7816. Austere/desert training environment primarily for support of CAX. Variable hr year round as req by CAX Command Element. If Twentynine Palms Strategic Expeditionary Landing Field (SELF) is final destination, ensure NXP is filed, not TNP. **CAUTION** Helicopter LZ (HLZ) White Rhino (unmanned air vehicle strip 2000' x 72') S of and parallel to Rwy 28 is primarily for tenant Unmanned Aircraft System (UAS) support, rstd to unmanned aircraft system and copter ops only; no tiltrotor ops authorized. Marked with 72' x 72' Helo Spots on E and W end. 17' AGL hanger located 120' S of landing zone centerline. Rwy 28 has AM-2 rwy surface matting. This is fabricated aluminum panel 1.5 inches thick, which consists of hollow, extruded one-piece main section with extruded end connectors welded to each end. The top surface of the AM-2 matting is coated with non-skid material. Weight bearing characteristics are correctly noted by the avbl rwy code above TRT-520. **TFC PAT** All traffic pat S due to live fire range immediately N of SELF. Remain on or S of extended centerline on final approach. VFR fixed wing to Rwy 28 maintain at or abv 4100' MSL until NXP 5 DME. VFR fixed wing departures Rwy 10 cross NXP 5 DME at or abv 4100' MSL or right turn to BANDINI (Water Treatment Facility 6 NM SE). UAS opr within Class D rstd to Restricted Operating Zone (ROZ) DRAGON and SELF/HLZ White Rhono via established course rules.

COMMUNICATIONS: ATIS 386.35TOWER 135.525 340.2 (Mon-Thu 1700-0600Z±, Fri 1700-0000Z±.) **GND CON** 363.35 41.7

PMSV METRO 308.3

AIRSPACE: CLASS D Mon-Thu 1700-0600Z±, Fri 1700-0000Z±, other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE RAL.

(L) VORTAC 114.2 TNP Chan 89 N34°06.73' W115°46.19' 285° 22.4 NM to fld. 1374/15E.

COYOTE (H) TACAN Chan 63 NXP (133.6) N34°17.80' W116°09.44' at fld. 2006/14E.

UKIAH N39°07.81' W123°04.63' NOTAM FILE UKI.
RCO 122.35 (OAKLAND RADIO)

SAN FRANCISCO
H-3B, L-2G

UKIAH MUNI (UKI) 1 S UTC-8(-7DT) N39°07.56' W123°12.05'
614 B S4 FUEL 100LL, JET A OX 1 TPA-1614(1000) NOTAM FILE UKI
RWY 15-33: H4415X150 (ASPH) S-28 MIRL 0.3% up N

SAN FRANCISCO
L-2G
IAP

RWY 15: REIL. VASI(V4L)—GA 3.0° TCH 27'. Trees.
RWY 33: REIL. Trees. Rgt tfc.

AIRPORT REMARKS: Attended 1600Z±-dusk. No jet acft dep
0600-1500Z±. For noise abatement calm wind rwy is Rwy 15.
Arpt manager requests no VFR straight in apchs to Rwy 15-33
right turn after departure Rwy 33 to avoid overflight of town.
Second rotating beacon on mountain 250° and 2 miles from arpt.
ACTIVATE MIRL Rwy 15-33, REIL and VASI Rwy 15, REIL Rwy
33—CTAF. Ldg fee for all acft over 12,500 lbs.

WEATHER DATA SOURCES: ASOS 119.275 (707) 462-7343.

COMMUNICATIONS: CTAF/UNICOM 123.0

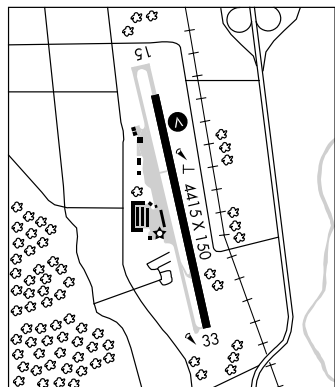
RCO 122.35 (OAKLAND RADIO)
OAKLAND CENTER APP/DEP CON 127.8

RADIO AIDS TO NAVIGATION: NOTAM FILE UKI.

MENDOCINO (H) VORTACW 112.3 ENI Chan 70 N39°03.19'
W123°16.45' 022° 5.5 NM to fld. 2980/16E. HIWAS.

KEARN NDB (LOM) 371 UK N39°16.55' W123°14.43' 151°
9.2 NM to fld.

ILS/DME 109.1 I-UKI Chan 28 Rwy 15. (LOC only). LOM
KEARN NDB. LOC/DME unusable byd 25°W of LOC centerline.



UNIVERSITY (See DAVIS)

UPLAND

CABLE (CCB) 2 NW UTC-8(-7DT) N34°06.70' W117°41.24'
1444 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA-2244(800) NOTAM FILE RAL

LOS ANGELES
COPTER
L-3E, 4H, 7C, A
IAP

RWY 06-24: H3864X75 (ASPH) S-20 MIRL 1.3% up NE.

RWY 06: VASI(V2L)—GA 4.0° TCH 26'. Thld dsplcd 106'.

RWY 24: VASI(V2R)—GA 4.0° TCH 28'. Thld dsplcd 158'. Road.

AIRPORT REMARKS: Attended dalgt hours. Fuel: Self service 24 hours.
Rwy 06-24 gross pavement strength provided by arpt operator
12,500 pounds. MIRL Rwy 06-24 preset on low ints dusk to
0600Z±, after 0600Z± ACTIVATE—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

® SOCAL APP/DEP CON 125.5

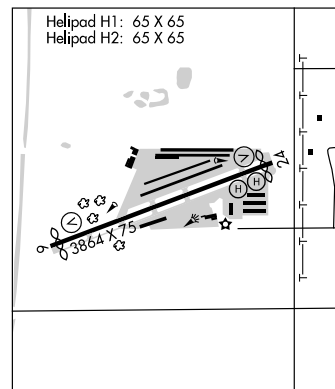
RADIO AIDS TO NAVIGATION: NOTAM FILE POC.

POMONA (L) VORTAC 110.4 POM Chan 41 N34°04.70'
W117°47.22' 053° 5.4 NM to fld. 1273/15E.

HELIPAD H1: H65X65 (ASPH)

HELIPAD H2: H65X65 (ASPH-CONC)

HELIPORT REMARKS: ACTIVATE Rwy H1 perimeter lgts—CTAF.



UPPER LAKE

GRAVELLY VALLEY (1Q5) 17 N UTC-8(-7DT) N39°27.04' W122°57.28'

SAN FRANCISCO

1900 TPA-2700(800) NOTAM FILE OAK

RWY 01-19: 4050X200 (GRVL) S-12.5

RWY 01: Trees. RWY 19: Hill.

AIRPORT REMARKS: Unattended. CAUTION—hang glider opr particularly summer months. CAUTION—do not land S of
Hull Mountain Road. No ldg on Rwy 19 due to hill northeast of arpt. No tkf on Rwy 01 due to hill northeast of
arpt. Tall trees on both sides of runway. Rwy 01-19 not regularly maintained, rwy may be rough, uneven and
rutted.

COMMUNICATIONS: CTAF 122.9

VACAVILLE**NUT TREE** (VCB) 2 NE UTC-8(-7DT) N38°22.67' W121°57.70'117 B S4 **FUEL** 100LL, JET A TPA-1117(1000) NOTAM FILE VCB**RWY 02-20:** H4700X75 (ASPH) S-30 MIRL**RWY 02:** REIL. PAPI(P2L). Poles.**RWY 20:** REIL. PAPI(P2L). Rgt t/c.

AIRPORT REMARKS: Attended May-Oct 1530-0330Z†, Nov-Apr 1600-0100Z†. No turns to crosswind below 800' MSL, noise sensitive area W of arpt. After 0600Z† ACTIVATE MIRL and parallel taxiway lgts Rwy 02-20; PAPI and REILs Rwy 02 and Rwy 20—CTAF. Taxiway lgts on parallel taxiway only.

WEATHER DATA SOURCES: ASOS 134.75 (707) 448-1594.**COMMUNICATIONS:** CTAF/UNICOM 122.7

TRAVIS APP/DEP CON 128.4

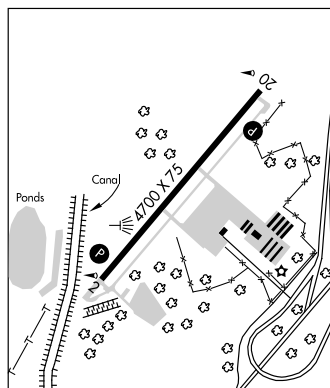
RADIO AIDS TO NAVIGATION: NOTAM FILE SAC.

SACRAMENTO (H) VORTACW 115.2 SAC Chan 99 N38°26.62' W121°33.10' 241° 19.8 NM to fld. 10/17E. **HIWAS.**

SAN FRANCISCO

L-2F, 3A

IAP



VANDENBERG AFB (VBG)(KVBG) AF 7 NW UTC-8(-7DT) N34°44.24' W120°35.06' **LOS ANGELES**

369 B TPA—See Remarks NOTAM FILE VBG Not insp. **H-4H, L-3D, 4F, 7A**

RWY 12-30: H15000X200 (CONC) PCN 42 R/C/W/T HIRL **DIAP, AD**

RWY 12: ALSF2. PAPI(P4L)—GA 3.0° TCH 70'. **RWY 30:** ALSF2. PAPI(P4L)—GA 3.0° TCH 72'. 0.9% down.

MILITARY SERVICE: LGT ACTIVATE HIRL Rwy 12-30, ALS, SFL and PAPI Rwy 30 when twr closed—CTAF. Rwy 12 ILS and PAPI glideslope angles are not coincidental. Rwy 30 apch lgt sys is NSTD ALSF2 configuration. Thld lgts 17' from usable pavement sfc. **JASU** 4(A/M32A-86) 2(AM32-95). **FUEL** J8. Fuel svc by truck only. Expect svc delays. **FLUID** SP PRESAIR LPOX LOX LHNIT. **OIL** O-148-156. **TRAN ALERT** Limited fleet svc avbl, ctc AM OPS.

MILITARY REMARKS: Opr 1600-0100Z†, CLOSED Sat, Sun and holidays. See FLIP AP/1 Supplementary Arpt Info. **RSTD** Activation of AN/APS 145 radar or similar radar systems is prohibited while in R2516, R2517, R2534A and R2534B. Ctc twr on Gnd Con prior to engine start, engine start or afld opr not auth until ctc with twr is made. No intersection departure between official SS-SR. PPR for all transient full stop acft, DSN 276-6941/2, C805-606-6941/2. **CAUTION** Uncontrolled civilian arpt tfc 7 NM SE. When arpt is VMC acft will not exceed 1900' until crossing dep end of rwy to avoid overhead tfc pattern. Heavy and large acft are req to use minimum taxi power and shut down or idle outboard engines to avoid blowing foreign object onto pavement. Use follow-wt vehicle and wing walker. Rwy 30 thld lgts are 17' from usable pavement sfc. Old displaced thld markings bleeding through concrete at the intersection of Rwy 12-30 near intersection of the rwy and N Twy Alpha (drn 7 for Rwy 30 or drn 8 for Rwy 12). These markings are not to be used as a navigation/landing aid. **TFC PAT** TPA—Overhead 2400(2031), rectangular 1900(1531). TPA—1400(1031) lgt acft, 900(531) helicopter. **CSTMS/AG/IMG** CONUS outbound the unit of acft/aircrew assigned is responsible. **MISC** All acft req full stop at VBG or supporting VBG VIP movement, ctc PTD (other times Comd Post) 30 minutes prior to ldg. Alternate afld rqr. AM OPS DSN 276-6941/42, C805-606-6941/42 fax extension 6664. Notice to aircrew. Afld will be open 30 mins prior to the scheduled arrival time. Any changes to arrival time must be coordinated thru Vandenberg Command Post DSN 276-9961. Vandenberg afld is not 24 hr ops. Ensure pilots check NOTAMS prior to departure as NOTAM will reflect afld hr based on after hr req. Ctc Command Post (space port) 30 mins out or earlier.

WEATHER DATA SOURCES: ASOS (805) 605-8926

COMMUNICATIONS: CTAF 124.95 **D-ATIS** 133.125 257.975. DSN 275-2847 or C805-605-2847 **PTD** 126.2 372.2

® **SANTA BARBARA APP/DEP CON** 124.15 327.8 (1400-0700Z†)

® **L.A. CENTER APP/DEP CON** 119.05 269.5 (0700-1400Z†)

TOWER 124.95 326.2 (Mon-Fri 1600-0100Z† except holidays) **GND CON** 121.75 275.8

CLNC DEL 121.75 275.8

COMD POST 126.2 311.0 321.0 **PMSV METRO** 342.4 Full svc Mon-Fri 1200-0400Z†, Sat-Sun 1500-2300Z†. After hr wx briefings/updates avbl fm the 25 OWS at DSN 228-6958/6599/6588 or toll free C877-451-8367 ext 1. **RANGE CON** 121.4 256.0 266.0

AIRSPACE: CLASS D svc Mon-Fri 1600-0100Z† except holidays other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE HHR.

(L) **TACAN** Chan 59(Y) VBG (112.25) N34°43.95' W120°34.98' at fld. 312/14E. Unmonitored 0100-1600Z†. No NOTAM MP Mon 1400-1600Z†.

TACAN azimuth and DME unusable:
121°-191° byd 25 NM blo 3,700' 336°-353° byd 35 NM blo 6,000'
336°-353° byd 25 NM blo 5,000'

ILS/DME 110.1 I-BVD Rwy 12. Unmonitored 0100-1600Z†. No NOTAM MP Tue-Fri 1400-1600Z†.

ILS/DME 110.1 I-VBG Rwy 30. Unmonitored 0100-1600Z†. No NOTAM MP Tue-Fri 1400-1600Z†.

VAN NUYS (VNY) 3 NW UTC-8(-7DT) N34°12.59' W118°29.40'

LOS ANGELES

802 B S4 FUEL 100LL, JET A OX 1, 3, TPA—See Remarks NOTAM FILE VNY

COPTER

Rwy 16R-34L: H8001X150 (ASPH) S-90, D-120, 2S-152, 2D-210 HIRL

H-4I, L-3E, 4G, 7B

Rwy 16R: MALSR. VASI(V4L)—GA 3.0° TCH 54'. Thld dsplcd 1430'. Fence. Rgt tfc. 0.7% down.

IAP, AD

Rwy 34L: VASI(V2L)—GA 3.0° TCH 50'. Trees. 0.7% up.

Rwy 16L-34R: H4011X75 (ASPH) S-14 MIRL 0.7% up N

Rwy 16L: Thld dsplcd 1431'. Railroad.

Rwy 34R: REIL. VASI(V4L)—GA 3.0° TCH 26'. Rgt tfc.

AIRPORT REMARKS: Attended continuously. Arpt CLOSED to air carrier ops. Birds on and invof arpt. Bird abatement may occur between rwy's when twr is open. Standing water on rwy's during periods of heavy rainfall. When twr clsd, acft must self announce on freq 119.3 prior to ldg or departing. Rwy 16R left tfc when tower clsd. Rwy 16L-34R CLOSED and unlgtd when tower clsd. Helicopter ctc twr for apch-dep routes. TPA—2002(1200) Rwy 16R-34L, 1802(1000) Rwy 16L-34R. Extreme noise sensitive area. NOISE ORDINANCE CURFEW: No tkf for acft exceeding 74 DBA (PER AC36-3) between 0600-1500Z†, except military, mercy flights and law enforcement acft. For Stage 2 acft restrictions, ctc Arpt Ops 818-909-3527. All jet acft must use full rwy length for departure unless otherwise directed by twr. Formation arrivals and departures prohibited except for emerg response acft. Taxilane Alpha 3 rstd to acft with wingspan less than 105'. Turbine power acft rqr to stop and shutdown engines on Taxilane Alpha 3 after clearing Twy Alpha. Taxilane Alpha 1 has NSTD object free area dimensions. ACTIVATE MALSR Rwy 16R when twr clsd—119.3, key mic 5 times. When twr clsd HIRL Rwy 16R-34L and twy lgts on med ints.

WEATHER DATA SOURCES: ASOS (818) 904-9213. LAWRS.

COMMUNICATIONS: CTAF 119.3 ATIS 118.45 (818) 780-4993 UNICOM 122.95

Ⓡ **SOCAL APP/DEP CON** 124.6 (S between BUR 150°-VNY 160°), 134.2 (VNY 160°-280°), 120.4 (VNY 280°-BUR 050°), 135.05 (BUR 050°-150°)

TOWER 119.3 (162°-345° and dep Rwy 16R-34L), 120.2 (346°-161° and dep Rwy 16L-34R), 119.0 (helicopters)(1400-0645Z†) **GND CON** 121.7 **CLNC DEL** 126.6

AIRSPACE: CLASS D svc 1400-0645Z† other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE VNY.

(L) **VORW/DME** 113.1 VNY Chan 78 N34°13.41' W118°29.50' at fld. 812/15E.

VOR/DME unusable:

010°-030° byd 20 NM blo 6,700'

330°-350° byd 25 NM blo 5,500'

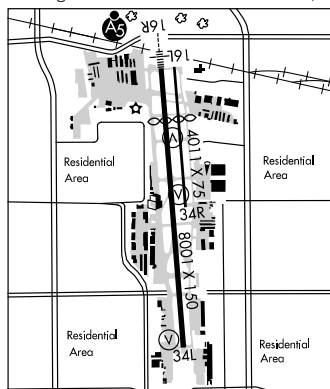
030°-050° byd 25 NM blo 8,600'

350°-010° byd 15 NM blo 6,100'

DME unusable: 094°-096° byd 35 NM blo 5,000'

ILS 111.3 I-VNY Rwy 16R. Class IA. Unmonitored when twr clsd. Auto pilot coupled apch not applicable below 1,990' MSL.

LDA 109.5 I-BUR



VENTURA N34°06.90' W119°02.97' NOTAM FILE HHR.

LOS ANGELES

(L) **VORW/DME** 108.2 VTU Chan 19 324° 6.3 NM to Camarillo. 1560/15E.

COPTER

VOR/DME unusable:

060°-085° byd 10 NM blo 13,000'

H-4H, L-3E, 4G, 7B, A

VICTORVILLE N34°35.65' W117°23.40' NOTAM FILE RAL.

LOS ANGELES

(T) **VORW/DME** 109.4 VCV Chan 31 at Southern California Logistics 2855/14E. **AWOS-3**

L-4H, 7C

VICTORVILLE**SOUTHERN CALIFORNIA LOGISTICS**

(VCV) 5 NW UTC-8(-7DT) N34°35.85' W117°22.98'

LOS ANGELES

2885 B S4 FUEL 100LL, JET A, J8 TPA-3885(1000) ARFF Index—See Remarks

H-4H, L-4H, TC

NOTAM FILE RAL

IAP, AD

Rwy 17-35: H15050X150 (ASPH-CONC-GRVD) S-60, D-200,

2D-400, 2D/2D2-850 PCN 21 R/B/X/T HIRL

Rwy 17: REIL. PAPI(P4L)—GA 3.0° TCH 75'. 0.5% up.**Rwy 35:** REIL. PAPI(P4L)—GA 3.0° TCH 65'. Rgt tfc. 0.5% down.**Rwy 03-21:** H9138X150 (ASPH-CONC) S-60, D-200, 2D-400,

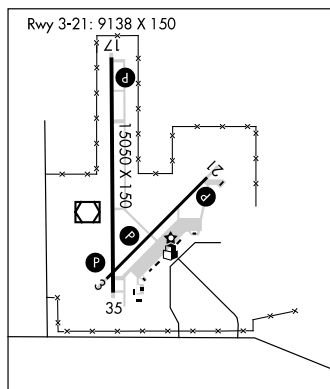
2D/2D2-850 PCN 32 R/C/X/T HIRL

Rwy 03: PAPI(P4L)—GA 3.0° TCH 75'. Rgt tfc. 0.3% down.**Rwy 21:** PAPI(P4L)—GA 3.0° TCH 75'. 0.4% up.

AIRPORT REMARKS: Attended 1400-0600Z†. For acft fuel or maintenance call 760-246-7794 or use frequency 122.85. Class IV, ARFF Index A. ARFF Index E avbl with 72 hours PPR, call ops 760-243-1915. Avoid overflight of Silver Lakes 10 miles north for noise abatement. Portion of Twy A between Twy C and Rwy 21, portion Twy C between Twy C1 and Twy C2, portion of Twy E between Twy E1 and Twy E3, and Rwy 35 thld are not visible areas from the twr. Twr unable to provide ATC services to acft in these non-visible areas. When twr clsd **ACTIVATE** HIRL Rwy 03-21, Rwy 17-35, PAPI Rwy 03, Rwy 21, Rwy 17 and Rwy 35 freq 118.35. REIL Rwy 17 and Rwy 35 PPR ctc 760-243-1915. User fee: U.S. Customs User Fee Arpt. Customs officer avbl 1700-0100Z† Mon-Fri 760-246-0688, after hrs call 760-952-0120.

WEATHER DATA SOURCES: AWOS-3 109.4 VCV (760) 246-3635.**COMMUNICATIONS:**

⑦ JOSHUA APP/DEP CON 124.55

VICTORVILLE TOWER 118.35 (1400-0400Z†) **GND CON** 124.45.**AIRSPACE:** CLASS D svc 1400-0400Z†, other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE VCV.**PALMDALE (H) VORTAC** 114.5 PMD Chan 92 N34°37.88' W118°03.83' 078° 33.8 NM to fld. 2498/15E.**VICTORVILLE (T) VORW/DME** 109.4 VCV Chan 31 N34°35.65' W117°23.40' at fld. 2855/14E. AWOS-3.**ILS** 108.75 I-VCV Rwy 17. Class IE. LOC front course unusable byd 15° left of course byd 15° right of course.**COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not avbl at twr.**VINEE** N34°11.90' W118°22.67' NOTAM FILE BUR.

LOS ANGELES

NDB (LMM) 253 UR at Bob Hope.

COPTER

A

VISALIA**SEQUOIA FLD** (D86) 8 N UTC-8(-7DT) N36°26.88' W119°19.12'

SAN FRANCISCO

313 S2 TPA-1113(800) NOTAM FILE RIU

L-3C, 9A

Rwy 13-31: H3012X60 (ASPH) S-30, D-50 LIRL**Rwy 13:** Thld displcd 210'. Fence.**AIRPORT REMARKS:****COMMUNICATIONS:** CTAF/UNICOM 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE VIS.**VISALIA (T) VOR/DME** 109.4 VIS Chan 31 N36°22.04' W119°28.93' 043° 9.3 NM to fld. 260/16E.

VISALIA MUNI (VIS) 4 W UTC-8(-7DT) N36°19.12' W119°23.57'
 295 B S4 FUEL 100LL, JET A TPA-1295(1000) Class III, ARFF Index A
 NOTAM FILE VIS

SAN FRANCISCO
 H-4H, L-3C, 9A
 IAP

RWY 12-30: H6559X150 (ASPH-PFC) S-60, D-100, 2S-127, 2D-160 HIRL

RWY 12: Thld dspcd 275'. Fence.

RWY 30: MALSR. PAPI(P4L)-GA 3.0° TCH 52'. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 12: TORA-6560 TODA-7560 ASDA-6560 LDA-5635

RWY 30: TORA-5635 TODA-6635 ASDA-5635 LDA-5635

AIRPORT REMARKS: Attended Mon-Fri 1600-0100Z†, Sat-Sun

1700-0000Z†. Self-svc fuel 100LL avbl 24 hours. Self service fuel Jet A avbl 24 hrs. 48 hrs PPR for unscheduled air carrier ops with more than 9 passenger seats and less than 31 passenger seats call arpt manager 559-713-4201 for ARFF svc. Rwy 30 designated calm wind rwy. No down wind turns when departing Rwy 12 until reaching traffic pattern altitude. Remaining overnight tiedown fee. ACTIVATE HIRL Rwy 12-30, MALSR Rwy 30, PAPI Rwy 30-CTAF.

WEATHER DATA SOURCES: AWOS-3 119.925 (559) 651-2418.

COMMUNICATIONS: CTAF/UNICOM 123.05

RCO 122.1R 109.4T (RANCHO MURIETA RADIO)

Ⓡ **FRESNO APP/DEP CON 118.5**

AIRSPACE: CLASS E svc 1400-0800Z† other times CLASS G.

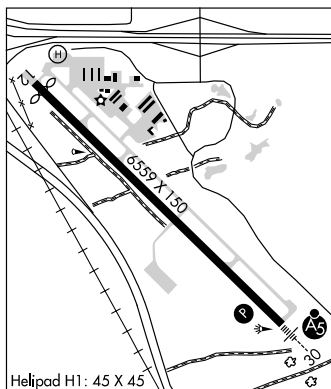
RADIO AIDS TO NAVIGATION: NOTAM FILE VIS.

(T) **VOR/DME 109.4** VIS Chan 31 N36°22.04' W119°28.93' 108° 5.2 NM to fld. 260/16E.

ILS 108.5 I-VIS Chan 31 Rwy 30. Class IE. ILS unmonitored 0800-1500Z† weekdays, 0600-1600Z† weekends.

HELIPAD H1: H45X45 (ASPH) S-18, D-45, DT-90

HELIPORT REMARKS: H1 Helipad on parallel twy then hover taxi to adjacent concrete parking pad, 20,000 pounds maximum weight.



WARD FIELD (See GASQUET)

WASCO-KERN CO (L19) 2 NW UTC-8(-7DT) N35°37.18' W119°21.22'

LOS ANGELES
 L-3D, 7B

313 B FUEL 100LL TPA-1113(800) NOTAM FILE RIU

RWY 12-30: H3380X60 (ASPH) S-6 MIRL

RWY 12: Thld dspcd 455'. Trees.

RWY 30: Thld dspcd 240'. Road.

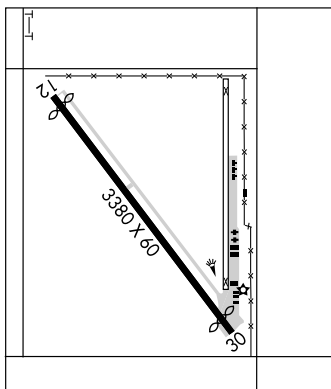
AIRPORT REMARKS: Attended irregularly. Fuel avbl by phone call only 661-758-3009. Rwy 12 lgtd thld relocated 455', Rwy 30 lgtd thld relocated 240' for ngt ops, 2685' of Rwy 12-30 usable at ngt. Crop dusting ops prohibited except by arpt manager 661-393-1800. ACTIVATE HIRL Rwy 12-30-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE BFL.

SHAFTER (H) VORTACW 115.4 EHF Chan 101 N35°29.07'

W119°05.84' 289° 14.9 NM to fld. 548/14E. **HIWAS.**



WATSONVILLE MUNI (WVI) 3 NW UTC-8(-7DT) N36°56.14' W121°47.38'

SAN FRANCISCO

163 B S6 FUEL 100LL, JET A OX 4 TPA-1163(1000) NOTAM FILE WVI

L-3B

RWY 02-20: H4501X150 (ASPH) S-81, D-96, 2S-122, 2D-167 MIRL 0.4% up NE

IAP

RWY 02: REIL. VASI(V2L)—GA 3.0° TCH 48'. Trees.

RWY 20: VASI(V2L)—GA 3.5° TCH 49'. Thld dsplcd 590'. Tree.

RWY 08-26: H3999X100 (ASPH) S-45, D-65, 2S-83 0.7% up W

RWY 08: PAPI(P2R)—GA 4.0° TCH 45'. Tree. **RWY 26:** Tree.

AIRPORT REMARKS: Attended 1500-0300Z+. Parachute Jumping.

Seagulls on and invof arpt. Rwy 20 preferred calm wind rwy. Arpt has noise abatement procedures etc arpt manager

831-728-6064. Unlighted +69' tree, 390' right of rwy 20 thld.

+110' trees 435' left of Rwy 26 thld. ACTIVATE MIRL Rwy 02-20;

REIL Rwy 02, VASI Rwy 02 and Rwy 20—CTAF.

WEATHER DATA SOURCES: ASOS 132.275 (831) 724-8794.

COMMUNICATIONS: CTAF/UNICOM 122.8

® **NORCAL APP/DEP CON** 127.15 (151°-359°)

RADIO AIDS TO NAVIGATION: NOTAM FILE SNS.

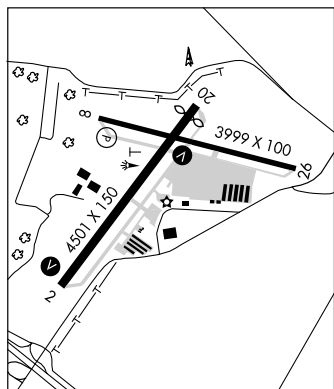
SALINAS (H) VORTACW 117.3 SNS Chan 120 N36°39.83'

W121°36.19' 314° 18.6 NM to fld. 101/17E. **HIWAS.**

PAJAR NDB (MHW) 327 PDG N36°54.81' W121°48.48' 017°

1.6 NM to fld. NOTAM FILE WVI.

ILS 108.3 I-AYN Rwy 02. (LOC only).



WATTS-WOODLAND (See WOODLAND)

WEAVERVILLE N40°43.14' W122°58.85'

KLAMATH FALLS

RCO 122.4 (RANCHO MURIETA RADIO)

L-2H

WEAVERVILLE

LONNIE POOL FLD/WEAVERVILLE (O54) 1 NE UTC-8(-7DT) N40°44.84' W122°55.34'

KLAMATH FALLS

2350 TPA-3150(800) NOTAM FILE RIU

RWY 18-36: H2980X50 (ASPH) S-5

RWY 18: Trees.

RWY 36: PAPI(P2L)—GA 3.0° TCH 40'. Thld dsplcd 90'. Road.

AIRPORT REMARKS: Unattended. Arpt CLOSED nights. Arpt intermittently CLOSED winters due to snow. Call county transportation office for info 530-623-1365. Ultralight activity on and invof arpt. Land Rwy 36 only, touch & go's prohibited. Recommend no go-arounds below 2,600' MSL. Tkf prohibited on Rwy 36 due to rwy elev increase of approximately 100' north end of rwy. Tall trees and rising terrain north of arpt. Significant variations in wind direction and ints can occur at the apch to Rwy 36. Tkf only Rwy 18. Road 50' east of centerline at Rwy 18 thld and 60' trees in primary sfc 80' east of centerline.

COMMUNICATIONS: CTAF/UNICOM 122.8

WEAVERVILLE RCO 122.4 (RANCHO MURIETA RADIO)

WEED (O46) 4 NW UTC-8(-7DT) N41°28.85' W122°27.27'

KLAMATH FALLS

2938 B FUEL 100LL, JET A TPA-3938(1000) NOTAM FILE RIU

H-3B, L-2I

RWY 14-32: H5000X60 (ASPH-AFSC) S-12 MIRL

RWY 14: VASI(V2L)—GA 3.0° TCH 23'. Rgt tfc.

RWY 32: VASI(V2L)—GA 3.0° TCH 20'. Road.

AIRPORT REMARKS: Attended May-Oct, Mon-Sun 1600-0100Z+.

Nov-Apr, Mon-Fri 1600-0100Z+. Ramp twys clsd near midfield intersection and near south ramp exit. ACTIVATE MIRL Rwy 14-32—CTAF. Ldg fee.

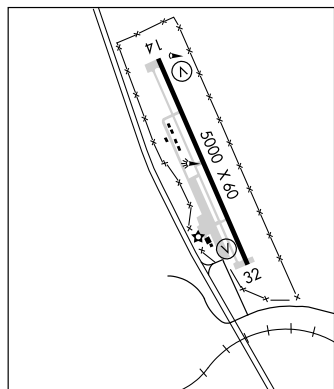
COMMUNICATIONS: CTAF/UNICOM 122.7

ANTELOPE MOUNTAIN RCO 122.4 (RANCHO MURIETA RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.

FORT JONES (L) VOR/DME 109.6 FJS Chan 33 N41°26.98'

W122°48.39' 064° 16.0 NM to fld. 4900/19E. **HIWAS.**



WESTOVER FIELD AMADOR CO (See JACKSON)

WHITEMAN (See LOS ANGELES)**WILLIAM ROBERT JOHNSTON MUNI** (See MENDOTA)**WILLIAMS** N39°04.27' W122°01.64' NOTAM FILE RIU.

SAN FRANCISCO

(L) VORTACW 114.4 ILA Chan 91 356° 6.7 NM to Colusa Co. 50/18E. HIWAS.

H-3B, L-2G, 3A

WILLITS**ELLS FLD-WILLITS MUNI** (028) 3 NW UTC-8(-7DT) N39°27.08' W123°22.34'

SAN FRANCISCO

2063 B S2 FUEL 100LL TPA-3063(1000) NOTAM FILE OAK

L-2G

RWY 16-34: H3000X75 (ASPH) S-30 MIRL 1.3% up N

IAP

RWY 16: Trees. RWY 34: Trees. Rgt tfc.

AIRPORT REMARKS: Attended 1600-0100Z†. Fuel avbl 24 hrs with credit card. Deer and turkey on and invof rwy. Acft not visible from opposite end of the runway. Rotating bcn OTS. ACTIVATE MIRL Rwy 16-34—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

® OAKLAND CENTER APP/DEP CON 132.2

RADIO AIDS TO NAVIGATION: NOTAM FILE UKI.

MENDOCINO (H) VORTACW 112.3 ENI Chan 70 N39°03.19' W123°16.45' 333° 24.3 NM to fld. 2980/16E.
HIWAS.

WILLOWS-GLENN CO (WLW) 1 W UTC-8(-7DT) N39°30.95' W122°13.04'

SAN FRANCISCO

141 B FUEL 100LL TPA-1141(1000) NOTAM FILE RIU

L-2G

RWY 16-34: H4125X100 (ASPH) S-38, D-53 MIRL

IAP

RWY 16: Road. Rgt tfc.

RWY 34: VASI(V4L)—GA 3.0° TCH 31'.

RWY 13-31: H3788X100 (ASPH) S-12

RWY 13: Trees. Rgt tfc.

RWY 31: Thld displcd 243'.

AIRPORT REMARKS: Attended 1630-0030Z†. Phone number for attendant after hours is located at fuel station, service charge. ACTIVATE MIRL Rwy 16-34 and VASI Rwy 34—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

OAKLAND CENTER APP/DEP CON 132.2

MAXWELL RCD 122.1R 110.0T (RANCHO MURIETA RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.

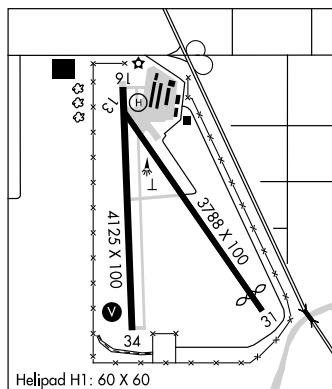
MAXWELL (L) VORTAC 110.0 MXW Chan 37 N39°19.06'

W122°13.29' 343° 11.9 NM to fld. 110/18E.

.

HELIPAD H1: H60X60 (CONC)

HELIPAD REMARKS: Helipad H1 +8' fuel tank within helipad safety area NE corner, +8' bushes 25' NE of helipad. Helipad H1 perimeter lgts.

**WOODLAKE** (042) 2 S UTC-8(-7DT) N36°23.93' W119°06.41'

SAN FRANCISCO

425 B FUEL 100LL TPA-1225(800) NOTAM FILE RIU

RWY 07-25: H2203X50 (ASPH-TRTD) S-8

RWY 07: Trees.

RWY 25: Road.

AIRPORT REMARKS: Unattended. Arpt not approved for night use.**COMMUNICATIONS:** CTAF 122.9

WOODLAND**WATTS-WOODLAND** (041) 4 W UTC-8(-7DT) N38°40.43' W121°52.32'

SAN FRANCISCO

125 B FUEL 100LL, JET A OX 3, 4 TPA—See Remarks NOTAM FILE RIU

L-26, 3A

RWY 18-36: H3770X60 (ASPH) S-12 MIRL 0.5% up S

IAP

RWY 18: Thld dspcd 630'. Trees.

RWY 36: Thld dspcd 385'. Antenna.

AIRPORT REMARKS: Attended Oct-Apr 1600-0100Z† and May-Sept 1500-0200Z†. Fuel 24 hours with credit card. Rwy 18 unlgtd 60' trees higher than pole mounted obstruction lgts. Twin engine acft back taxi on rwy. TPA for turbine aircraft 1625(1500). TPA for other aircraft 1125(1000). ACTIVATE MIRL Rwy 18-36—CTAF.

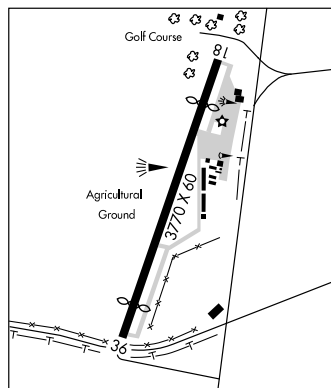
COMMUNICATIONS: CTAF/UNICOM 122.8

TRAVIS APP/DEP CON 126.6

RADIO AIDS TO NAVIGATION: NOTAM FILE SAC.

SACRAMENTO (H) VORTACW 115.2 SAC Chan 99 N38°26.62'

W121°33.10' 296° 20.4 NM to fld. 10/17E. HIWAS.

**WOODSIDE** N37°23.55' W122°16.88' NOTAM FILE OAK.

SAN FRANCISCO

(L) VORTACW 113.9 OSI Chan 86 066° 11.2 NM to Moffett Federal Airfield. 2270/17E.

H-3B, L-2F, 3B, A

VOR portion unusable:

225°-305° byd 20 NM blo 9,000'

DME portion unusable:

060°-160° byd 35 NM blo 7,000'

160°-350° blo 11,000'

190°-230° byd 20 NM blo 13,000'

230°-350° byd 20 NM

WOWAR N37°34.39' W120°51.31' NOTAM FILE MOD.

SAN FRANCISCO

NDB (LOM) 367 MO 288° 5.7 NM to Modesto City-Co-Harry Sham Fld.

YOLO CO (See DAVIS/WOODLAND/WINTERS)**YUBA CITY****SUTTER CO** (052) 1 S UTC-8(-7DT) N39°07.42' W121°36.32'

SAN FRANCISCO

58 B S4 FUEL 100LL TPA—See Remarks NOTAM FILE RIU

L-26, 3A

RWY 17-35: H3045X75 (ASPH) MIRL

RWY 17: TRCV(TRIL)—GA 3.0° TCH 10'. Tree. Rgt tfc.

RWY 35: Tree.

AIRPORT REMARKS: Attended 1600-0100Z†. Fuel avbl by credit card. Agricultural acft fly NSTD tfc pattern.

Turbinized-powered acft or large acft shall enter the traffic pattern at 1558(1500). Other acft TPA—1058(1000).

Rwy 17-35 gross weight strength estimated by owner 21,000 pounds. ACTIVATE MIRL Rwy 17-35—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7**RADIO AIDS TO NAVIGATION:** NOTAM FILE RIU.

WILLIAMS (L) VORTACW 114.4 ILA Chan 91 N39°04.27' W122°01.64' 062° 19.8 NM to fld. 50/18E. HIWAS.

YUBA CO (See MARYSVILLE)**YUCCA VALLEY** (L22) 3 E UTC-8(-7DT) N34°07.79' W116°24.41'

LOS ANGELES

3224 S3 TPA—4224(1000) NOTAM FILE RAL

L-4I

RWY 06-24: H4363X60 (ASPH) S-12.5 MIRL

RWY 06: Thld dspcd 360'. Tree. Rgt tfc.

RWY 24: Thld dspcd 330'. Trees.

AIRPORT REMARKS: Attended irregularly. PAEW adjacent Rwy 06-24. ACTIVATE MIRL Rwy 06-24—CTAF.**COMMUNICATIONS:** CTAF/UNICOM 123.0**RADIO AIDS TO NAVIGATION:** NOTAM FILE RAL.

PARADISE (H) VORTAC 112.2 PDZ Chan 59 N33°55.10' W117°31.80' 062° 57.4 NM to fld. 1432/15E.

ZAMPERINI FLD (See TORRANCE)

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LEFT
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2010 U.S. & CANADIAN MILITARY AERIAL AIRCRAFT/PARACHUTE DEMONSTRATIONS

During calendar year 2010, the U.S. and Canadian Military Aerial Demonstration Teams (Thunderbirds, Blue Angels, Snowbirds, and Golden Knights) will be performing on the dates and locations listed below.

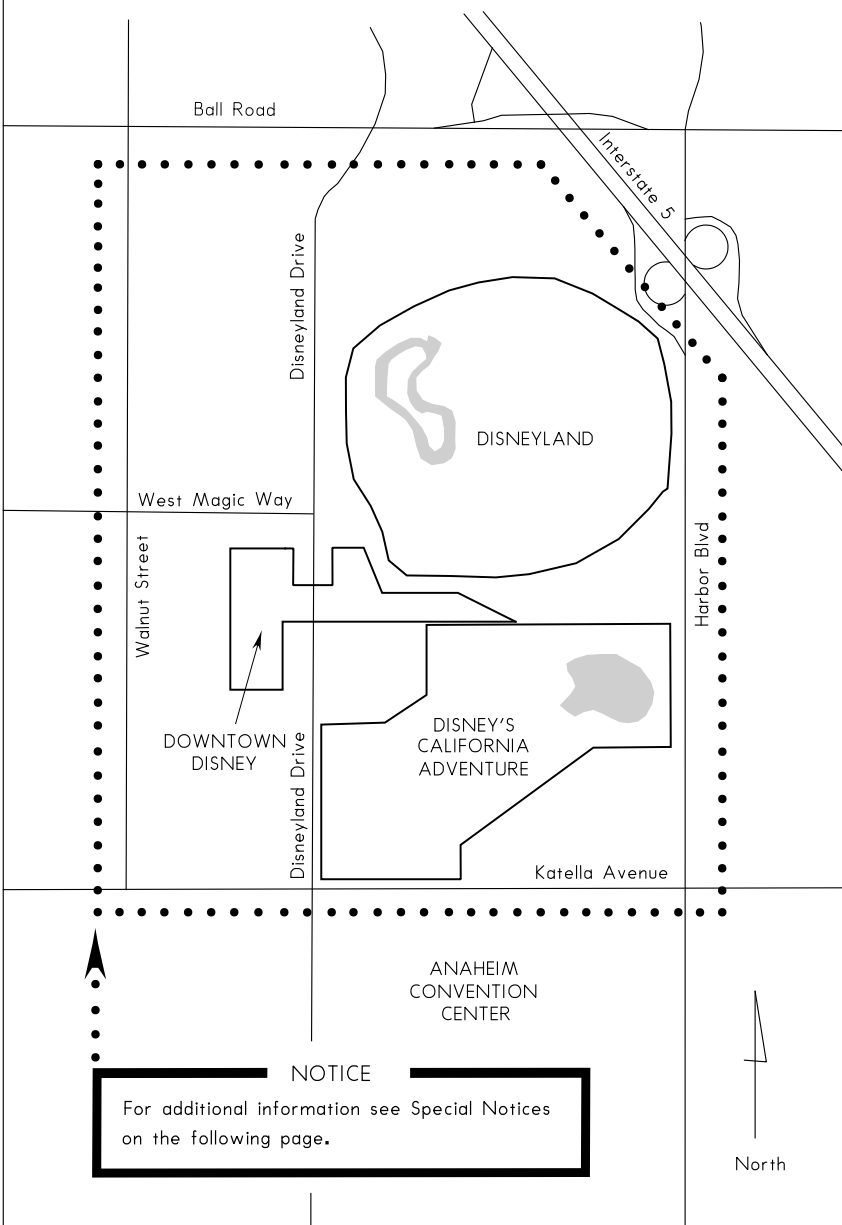
Pilots should expect Temporary Flight Restrictions (TFR) in accordance with 14 CFR Section 91.145, Management of aircraft operations in the vicinity of aerial demonstrations and major sporting events. The dimensions and effective times of the TFRs may vary based upon the specific aerial demonstration event and will be issued via the U.S. NOTAM system. Pilots are strongly encouraged to check FDC NOTAMS to verify they have the most current information regarding these airspace restrictions.

The currently scheduled 2010 aerial demonstration locations, subject to change without notice, are:

DATE:	USAF Thunderbirds	USN Blue Angels	USA Golden Knights	Canadian Snowbirds
September 25-26	McConnell AFB, KS	MCAS Kaneohe Bay, HI		Chico, CA
October 1-3		MCAS Miramar, CA		MCAS Miramar, CA
2-3	Salinas, CA		MCAS Miramar, CA	
2-3			Jackson, MS	
9-10	Little Rock AFB, AR	San Francisco, CA	Little Rock, AFB, AR	Daytona Beach, FL
16-17	El Paso, TX	Dobbins AFB, GA	El Paso, TX	Atlanta, GA
23-24	Houston, TX	NAS Jacksonville, FL	Washington, DC	
30-31	Cocoa Beach, FL	Ft Worth Alliance, TX	Ft Worth Alliance, TX	
November 6-7	Lackland AFB, TX	Homestead ARB, FL	Lackland AFB, TX	
6-7			Homestead ARB, FL	
11-14			Ft Bragg, NC	
12-13		NAS Pensacola, FL		
13-14	Nellis AFB, NV			

Note: Dates and locations are scheduled "show dates" only and do not reflect arrival or practice date TFR periods that may precede the specific aerial demonstration events listed above. Again, pilots are strongly encouraged to check FDC NOTAMS to verify they have the most current information regarding any airspace restrictions.

Disneyland Theme Park



DISNEYLAND THEME PARK**NOTICE**

Pursuant to Public Law 108–199, Section 521, aircraft flight operations are prohibited at and below 3,000 feet AGL within a 3 nautical mile radius of the Disneyland Theme Park (334805N/1175517W or the Seal Beach (SLI) VORTAC 066 degree radial at 6.8 nautical miles). This restriction does not apply to: (A) those aircraft authorized by ATC for operational or safety purposes, including aircraft arriving or departing from an airport using standard air traffic procedures; (B) Department of Defense, law enforcement, or aeromedical flight operations that are in contact with ATC; Those who meet any of the following criteria may apply for a waiver to these restrictions: (A) for operational purposes of the venue, including the transportation of equipment or officials of the governing body; (b) for safety and security purposes of the venue.

**RADAR HAZARD
BEALE AFB (KBAB)**

Avoid flight below 6000' MSL within 1 NM of PAVE PAWS radar site located at Beale TACAN 072° radial, 4.2 DME (N39.13° W121.35°) to prevent hazard to aircraft carrying electro-explosive devices.

**LIGHTS-OUT OPERATIONS
Desert/Reveille MOAs, Nevada and Utah**

Lights-out night vision goggle flight training operations conducted within the Desert and Reveille North/South Military Operations Areas (MOAs) at all altitudes, Monday through Friday between sunset and sunrise when the MOAs are active. Traffic advisories are available from the Nellis ATC Facility (Nellis Control) on 126.65 or 124.95.

**LIGHTS-OUT OPERATIONS
Lucin/Seveir/Gandy MOAs, Utah**

Lights-out night vision goggle flight training operations conducted within the Lucin, Seveir, and Gandy Military Operations Areas (MOAs) at all altitudes, Monday through Friday between sunset and sunrise when the MOAs are active. Traffic advisories are available from the Clover ATC Facility (Clover Control) on 118.45 or 134.1.

**INTERSECTION DEPARTURES DURING PERIOD OF DARKNESS
SAN FRANCISCO INTERNATIONAL AIRPORT (SFO)
SAN FRANCISCO, CALIFORNIA**

San Francisco International Airport Traffic Control Tower has been granted a waiver to the guideline that prohibits the control tower from taxiing an aircraft into "position and hold" at an intersection, between sunset and sunrise.

This waiver allows the tower to taxi the aircraft into "position and hold" during period of darkness, at the intersections listed below.

Runway 1R at Taxiway Mike

Runway 10L at Taxiways Romeo or Uniform

Runway 10R at Taxiway Uniform

Aircraft shall not taxi into position and hold under the provisions of this waiver when the subject intersection is not visible from the tower. When the provisions of this waiver are being exercised, the affected runways shall be used for departures only. Intersection departures will continue to be utilized at other locations between sunset and sunrise. However, aircraft cannot be taxied into "position and hold" prior to takeoff clearance.

**INTERSECTION DEPARTURES DURING PERIOD OF DARKNESS
LAS VEGAS-MCCARRAN INTERNATIONAL AIRPORT (LAS)
LAS VEGAS, NEVADA**

Las Vegas-McCarran International Airport Traffic Control Tower has been granted a waiver to the guideline that prohibits the control tower from taxiing an aircraft into "position and hold" at an intersection, between sunset and sunrise.

This waiver allows the tower to taxi the aircraft into "position and hold" during period of darkness, at the intersections listed below.

Runway 07L at Taxiways "A8" or Delta

Aircraft shall not taxi into position and hold under the provisions of this waiver when the subject intersection is not visible from the tower. When the provisions of this waiver are being exercised, the affected runway shall be used for departures only. Intersection departures will continue to be utilized at other locations between sunset and sunrise. However, aircraft cannot be taxied into "position and hold" prior to takeoff clearance.

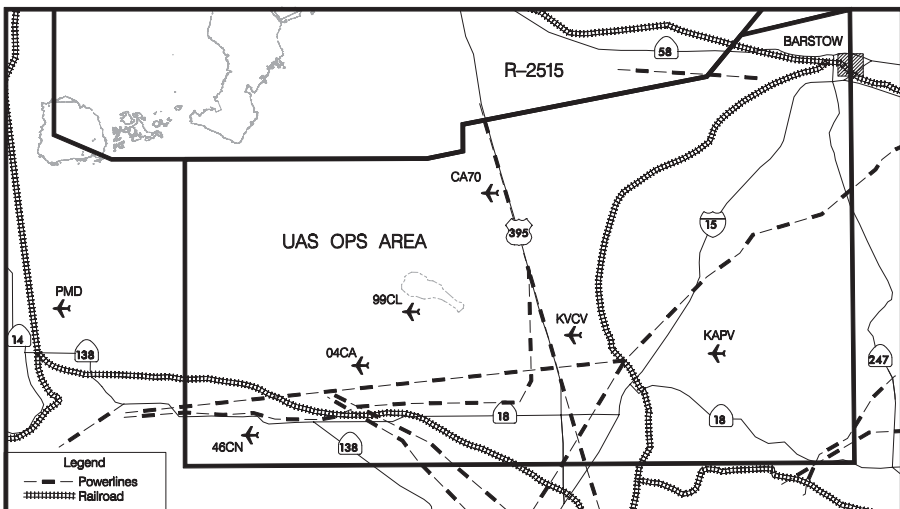
**LOS ANGELES, CA, LOS ANGELES INTERNATIONAL AIRPORT (LAX)
NOISE ABATEMENT PROCEDURES**

Successive or simultaneous departures from Runways 24L/R and Runways 25L/R are authorized, with course divergence beginning within 2 miles from the departure end of parallel runways, due to noise abatement restrictions.

UNMANNED AIRCRAFT SYSTEMS (UAS) OPERATIONS IN SOUTHERN CALIFORNIA

UAS operations are conducted sunrise to sunset within three (3) nautical miles of El Mirage Field Adelanto (N34°37'30", W117°36'20") and Grey Butte (N34°33'55", W117°40'50") at or below 6,000 feet MSL. From sunset to sunrise operations may be conducted within four (4) nautical miles at and below 4,000 feet AGL. Contact Joshua control on 124.55 or 363.0 for activity information and advisory service.

UAS operations may be conducted in accordance with Visual Flight Rules (VFR) accompanied by a chase aircraft below 14,000 feet MSL in an area bounded by N34°58'00" W117°00'00", N34°27'00" W117°00'00", N34°27'00" W117°55'00", N34°48'00" W117°55'00", N34°48'00" W117°35'03", N34°48'30" W117°32'03", N34°50'20" W117°32'03", N34°53'30" W117°11'53", N34°56'20" W117°09'03" thence to point of beginning.



UNMANNED AIRCRAFT SYSTEMS (UAS) OPERATIONS IN NORTHERN NEVADA

UAS operations are continuously conducted within the Fallon Approach Control Airspace and the Fallon Range Training Complex at all altitudes when the Special Use Airspace areas are active. Contact Desert Control on 126.2 MHz. for activity status.

UNMANNED AIRCRAFT SYSTEMS (UAS) OPERATIONS IN NEVADA AND UTAH

There is continuously unmanned aircraft systems flight activity conducted within the desert and reveille military operations areas (MOAs) at all altitudes when the MOAs are active. Traffic advisories are available from the Nellis Air Traffic Control facility (Nellis Control) on 126.65.

MODEL AIRCRAFT ACTIVITY—EL TORO, CALIFORNIA

Model aircraft activity conducted 500' AGL and below, 0.5 NM radius of apch end of Rwy 25L. CLOSED MCAS El Toro, daily 1500-0400Z. For NOTAM information contact Prescott AFSS on 800-992-7433.

DENVER TERMINAL RADAR APPROACH CONTROL Denver, Colorado

The Denver Terminal Radar Approach Control has been issued a waiver which enables controllers to assign speed restrictions without obtaining pilot concurrences; e.g., speeds of less than 250 knots below FL280 and speeds of less than 210 knots when the aircraft is greater than 20 flying miles from the threshold of the airport of intended landing.

EXTENSIVE HELICOPTER FLIGHT TRAINING IN THE VICINITY OF ROCKY MOUNTAIN METROPOLITAN AIRPORT (BJC), BROOMFIELD, COLORADO

Frequent usage of Runway 11R-29L, Taxiway D, and the north end of Runway 20 by helicopter flight schools. Pilots are cautioned to listen carefully to ATC for turnoff instructions when landing on Runway 11R-29L. Helicopters flight schools use three primary local procedures: Charlie Two, Ball, and Erie. CHARLIE TWO; Expect departures to the south thence turning to the northwest. Expect arrivals from the northwest. BALL; Expect departures to the south thence turning east. Expect arrivals from the east. ERIE; Expect departures northbound. Expect arrivals from the north.

INTENSE HELICOPTER OPERATIONS LOS ANGELES BASIN AREA, CALIFORNIA

CAUTION: Intense helicopter operation below 2000'AGL. All pilots transitioning the area at or below 2000'AGL are encouraged to make regular position reports on frequency 123.025.

LASER LIGHT DEMONSTRATIONS Anaheim, California

A laser light demonstration will be conducted nightly between sundown and midnight at Disneyland, Anaheim, California (SLI VORTAC 060 radial at 7NM LAT 33°48'40"N/LON 117°55'00"W). The beam may be injurious to eyes if viewed within 300 feet vertically and 600 feet laterally of the light sources. Cockpit illumination-flash blindness may occur beyond these distances.

Knotts Berry Farm Buena Park, California

A permanent laser light demonstration is being conducted at Knotts Berry Farm, 33°49'45"N/117°59'35"W, Seal Beach Vortac SLI 022/005, 0445 to 0600 UTC DLY. Laser light beam may be injurious to pilots/passengers eyes within 800 feet vertically and 1400 feet laterally of the light source. Flash blindness or cockpit illumination may occur beyond these distances.

Long Beach, California

A laser light demonstration will be conducted nightly between sundown and 11 PM at the Pine Avenue Theater Complex, Pine Avenue, Long Beach, California (SLI VORTAC 250 radial at 8NM LAT 33°46'12"N/LON 118°11'30"W). The beam may be injurious to eyes if viewed within 100 feet vertically and 1,900 feet laterally of the light source. Cockpit illumination-flash blindness may occur beyond these distances.

Palomar Observatory

A laser light operation is conducted intermittently between sunset and sunrise at the Palomar Observatory N33-21-22/W 116-51-53, Julian VOR (JLI) 298 degree radial at 19 nautical miles. The laser beam may be injurious to eyes if viewed on axis. Cockpit illumination and flash blindness may also occur if the beam enters the cockpit. Los Angeles ARTCC, (661) 265-8205 is the FAA coordination facility.

San Francisco, California

A Laser Light Demonstration will be conducted nightly between 8:30 pm and 2:00 am at Pier 39, San Francisco, California (SAU VORTAC 100 radial at 12 NM LAT 37°48'40" N; LON 122°24'35" W). The beam may be injurious to Pilots/Passengers' eyes if viewed within 800 feet vertically and 800 feet laterally of the light source. Cockpit illumination-flash blindness may occur beyond these distances.

CHRISTMAN AIRPORT, FORT COLLINS, COLORADO

A laser light operation for testing and alignment is being conducted at Christman Airport, 40°35'24"N/105°08'26"W, GLL VORTAC 270/28NM. This testing is ongoing, intermittently, 24 hours per day 7 days a week. Laser light beams may be injurious to pilot's/passenger's eyes within 4479 feet of the light source, to 8958 feet AGL. The secondary effects of flash blindness or cockpit illumination may occur beyond these distances. Denver TRACON, 303-342-1590 is the FAA coordination facility.

CONTROLLED FIRING AREA (CFA) EAST OF YUMA, AZ

The military has established a controlled firing area (CFA) east of Yuma, AZ. The CFA is bordered by the following fixes: BZA058015 - BZA068035 - BZA072034 - BZA075030 - BZA075015 - BZA058015. Operations will be conducted at or below 3000'AGL. The hours of operation are Monday through Saturday from sunrise to sunset.

SAN DIEGO, CALIFORNIA SOUTHBOUND INTERNATIONAL BORDER CROSSING

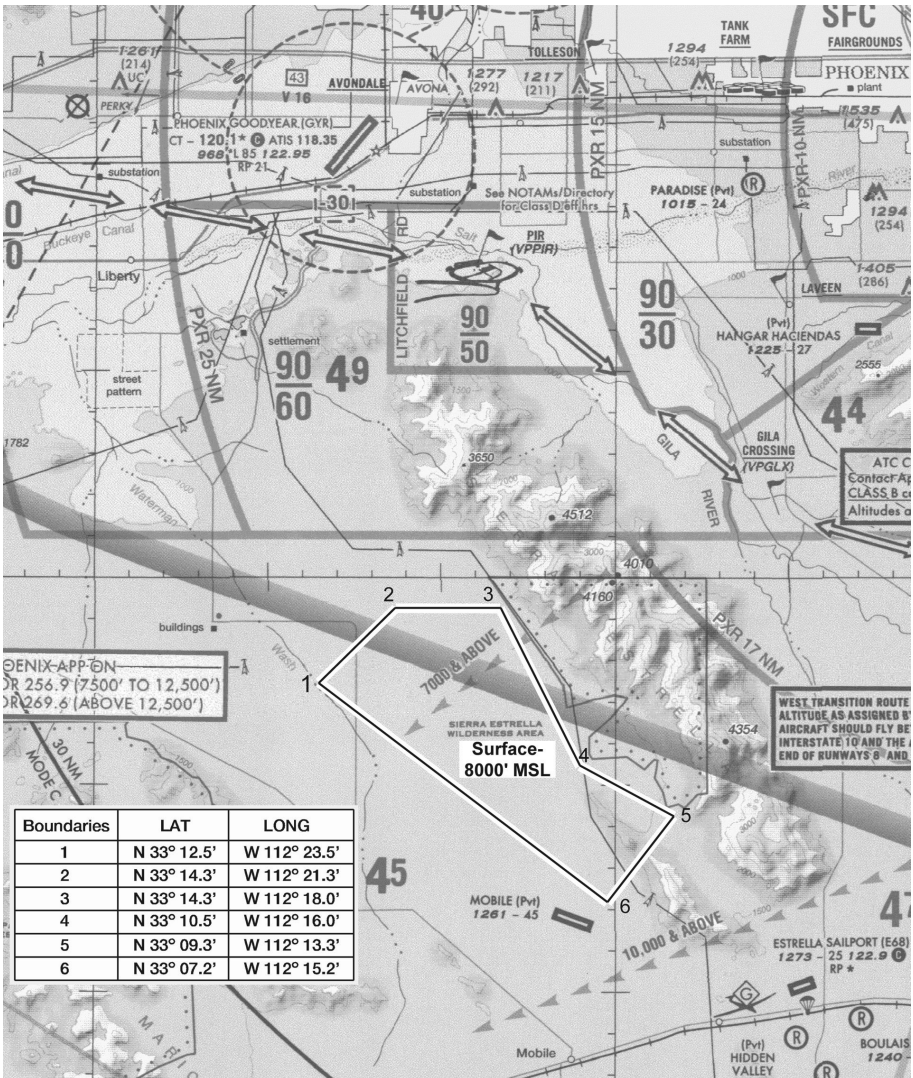
Pilots crossing the International border southbound into Mexican airspace, in the vicinity of San Diego, are encouraged to cross Tijuana International Airport at midfield to avoid arriving and departing aircraft. Pilots requesting transition through the Brown Field CLASS D airspace should contact Brown Tower on frequency 126.5. All others should contact Tijuana Approach Control on frequency 119.5 prior to crossing the border. Southbound aircraft are requested to squawk 1260 prior to crossing the border unless otherwise advised by ATC.

EXTENSIVE PARACHUTE DROP ACTIVITIES SAN DIEGO, CALIFORNIA

Use caution when transiting the corridor south of San Diego Class B airspace and north of the international border between the coast and east to the Tecate area. A wide variety of civilian and military aircraft types (Cessna 182-C-130) use this corridor to make high rates of ascent and descent from the surface to 15000 MSL. Note the San Diego, Trident, and Otay Reservoir jumping areas located in this corridor and to the northeast of Brown Field Municipal Airport. Use VHF 121.95 to monitor parachute drop activities.

AEROBATIC OPERATIONS SOUTHEAST OF PHOENIX GOODYEAR AIRPORT, GOODYEAR, ARIZONA

The aerobatic training area center point is located on the Stanfield VOR 300° radial at 26.5 DME. The area exists approximately 2 nautical miles on each side of the TFD VOR 300° radial from 22 to 31 DME, surface to 8000' MSL. Pilots should use caution in this area. Frequency 128.92 is provided for air-to-air communications with pilots using or transiting the area. For information regarding hours of operation, contact 623-932-1650.



AEROBATIC PRACTICE AREA MOUNTAIN VALLEY AIRPORT, TEHACHAPI, CALIFORNIA

Practice and competitive aerobatic maneuvers regularly scheduled adjacent to south side of Mountain Valley Airport (3 NM long X ½ NM wide), surface to 5000' AGL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact VAN NUYS FSDO on 1-818-904-6291.

Restricted Area R-2305 Gila Bend, Arizona Transit Information

A transit route extends from Gila Bend to the Eric Marcus Airport over Arizona Highway 85 at 500 feet above ground level (AGL). VFR rules govern civilian flight through the Goldwater Air Force Range. Airevac flights will be given priority over all other air traffic other than inflight emergencies. The Airevac call sign will be used only when the aircraft is on an actual air evacuation mission. Department of Public Safety (DPS) "Ranger" call signs must indicate they are on an Airevac mission to receive priority. Military aircraft will have priority over all remaining aircraft. Aircraft requesting to transition this airspace may encounter delays.

General aviation aircraft must coordinate their route of flight, departure, and return times with Range Operations prior to departure. Phone (623) 856-8818/8819. Once airborne, aircraft from the north contact Gila Bend AFAT Tower (primary) on 257.65/127.75 (UHF/VHF) or Range Operations (secondary) on 264.125/122.775. Aircraft from the south contact Range Operations 264.125/122.775. Aircraft must hold outside restricted airspace until clearance is granted to transit the area. After receiving clearance into the Restricted Airspace, pilots shall monitor Range Operations frequency.

The preferred VFR procedure will be to fly over Highway 85 at 500 feet AGL, monitoring Range Ops on VHF 122.775. At night aircraft will fly over Highway 85 at or below 1000 feet AGL. Military aircraft on manned ranges will be instructed to remain clear of Highway 85 or to transit the highway 500 feet above altitude of transiting aircraft.

Caution: Due to repeater transmissions and mountainous terrain, flights north of the Saucedo Mountains (Black Gap) will normally only be able to contact Gila Bend Tower. Flights south of the mountains should contact Range Operations. Military aircraft on the Range may be operating lights out.

The normal hours of the Goldwater Air Force Range are from 0630-2400 local Monday through Saturday. When the range is not active, Gila Bend AFAT Tower and Range Operations are closed. If unable to contact the Tower or Range Operations, contact Albuquerque ARTCC on 126.45 or 125.25 for clearance.

LOW ALTITUDE TACTICAL NAVIGATION AREA (LATN) EAST OF TUCSON, AZ

The military has established a Low Altitude Tactical Navigation Area (LATN) east of Tucson bordered by the following fixes: TUS037017-TUS025022-TUS038037-CIE323030-CIE294015-CIE255022-TUS090028-TUS055029-TUS037017. The LATN is not a restricted area and will continue to be available for use by civilian aircraft in accordance with FAA rules and regulations. The primary operations will be conducted by HH-3/MH-60 helicopters from 100 ft AGL to 600 ft AGL. The hours of operations will be daily from 1500-0100Z

ORANGE COUNTY GREAT PARK TETHERED BALLOON IRVINE, CALIFORNIA (Until Further Notice)

Tethered balloon 780' MSL daily (1700-0600Z), Located on the El Toro VOR/DME 234 radial at 1 mile (ELB234001).

SEA WORLD TETHERED BALLOON SAN DIEGO, CALIFORNIA (Until Further Notice)

Tethered balloon 367' MSL daily (1700-0400), Located on the Mission Bay VORTAC 180 radial at 1 mile (MZB180001).

**UNAUTHORIZED TRANSMISSION
ARIZONA, CALIFORNIA, AND NEVADA AREA****(Until Further Notice)**

Attention all aircraft: Be alert to the possibility of UNAUTHORIZED AIR TRAFFIC CLEARANCES issued on ATC frequencies in the Arizona, California, and Nevada areas. If you received a transmission that is questionable verify with AIR TRAFFIC CONTROL.

**SAN FRANCISCO INTERNATIONAL AIRPORT EXPANDED CHARTED
VISUAL FLIGHT PROCEDURES****(Until Further Notice)*******GENERAL*****

San Francisco International Airport (SFO) is subject to stratus moving slowly from West to East, creating a reportable weather ceiling over the airport, while the final approach area for Runways 28R and 28L have no significant ceiling or visibility conditions. And expanded charted visual flight procedure (E/CVFP) has been developed to maximize the level of airport efficiency during the unusual weather conditions described above.

*****MINIMUMS*****

The E/CVFP incorporates the following weather minimums:

SFO ceiling 2100 feet and visibility 5 miles; or,

SFO ceiling 1000 feet and visibility 3 miles, and,

visibility 5 miles in the Eastern quadrant (030–120), and,

ceiling 2400 and visibility 5 miles at the automated weather observing system (AWOS) located at BRIJJ

LOM. In the event the AWOS is inoperative, weather at San Carlos (SQL) is required to be at least ceiling 2400 feet and visibility 5 miles.

Although the listed weather minima are in effect aircraft should not expect simultaneous E/CVFP approaches unless BRIJJ

AWOS ceiling is at least 3500 feet and visibility is at least 5 miles.

*****SPACING AND SEQUENCING*****

Controllers will clear aircraft for the E/CVFP in accordance with the provisions of Order 7110.65, Air Traffic Control. They will not utilize phrases requesting or requiring aircraft to “fly right alongside”, “wingtip to wingtip”, or “directly abeam” other aircraft. Additionally, controllers will not assign instructions or require aircraft to pass and/or overtake other aircraft on the adjacent final approach course. Preferably, aircraft will be vectored to achieve a slightly staggered position of approximately $\frac{1}{8}$ to $\frac{1}{4}$ mile behind the aircraft on the adjacent final approach course. Heavy aircraft and B757’s will not be authorized to overtake another aircraft on the adjacent final approach course. Wake turbulence cautionary advisories will be issued, as appropriate.

*****GO-AROUND PROCEDURE*****

The Tipp Toe and Quiet Bridge approaches are visual approaches, and as such have no missed approach segment. If a go-around is necessary, aircraft will be issued an appropriate advisory/clearance/instruction by the tower or tracon. To ensure standard separation from other traffic, these instructions will include the assignment of a specific heading and altitude. Normally, the following procedures will apply:

Tipp Toe Visual Runway 28L

In the event of a go-around turn left heading 265, climb and maintain 3000; or as directed by Air Traffic Control.

Quiet Bridge Visual Runway 28R

In the event of a go-around turn right heading 310, climb and maintain 3000; or as directed by Air Traffic Control.

AEROBATIC OPERATIONS IN ARIZONA

The following practice and competitive aerobatic areas are in use without notice SR–SS daily.

5 NMR DMA	17,500 and below
2 NMR INW195055/PAN	9,600 and below
1 NM N–S and 7 NM E–W of the PXR017022	6,500 and below
PXR019020	7,500 and below
PXR128013	5,500 and below
1 Square mile of the PXR194023	5,000 and below
1 NMR PXR129018	5,000 and below
1 NMR PXR316026.2	6,600 and below
3 NMR PXR 323024	6,000 and below
2 NM N–S and 4 NM E–W PXR325027	8,000 and below
1 NM Square TFD 3000 18/E60	6,300 and below
1 NMR TFD065025/PØ8	5,500 and below
1 NMR TFD143021	3,000 and below
4 NMR TFD010020	4,800 and below
1NMR TFD107036	5,000 and below
PØ8–COOLIDGE	10,000 and below
12 NW of DVT	6,500 and below
5 NMR DRK215013	11,500 and below

Pilots should use caution in these areas. For further information contact Prescott AFSS on 1–800–992–7433.

AEROBATIC OPERATIONS NORTHWEST OF TUCSON, AZ.

Practice and competitive aerobatic maneuvers are regularly scheduled on the Tucson VORTAC 295 radial at 25 miles and Tucson VORTAC 308 radial at 22 miles, sunrise to sunset, up to 5,000 MSL.

AEROBATIC OPERATIONS NORTHEAST OF REDLANDS, CA

Practice and competitive aerobatic maneuvers are regularly scheduled in the vicinity of the PDZ VORTAC 045 radial at 23 nautical miles from 1,500' AGL up to and including 7,500' MSL. The practice area is for waiver holders only. Pilots should use caution in this area. Frequency 123.3 is provided for air-to-air communications with other pilots using or transiting the area.

AEROBATIC OPERATIONS NORTHEAST OF SANTA PAULA, CA

Practice and competitive aerobatic maneuvers are regularly scheduled in the vicinity of FIM VORTAC, SR–SS, 1,500' AGL to 5,500' MSL. The Aerobatic Area is defined by FIM 220/004, to FIM 260/008, to FIM 285/009, to FIM 360/005, to FIM 055/014, to FIM 070/013. The practice area is for waiver holders only. Pilots should use caution in this area. Frequency 122.775 is provided to air-to-air communications with other pilots using or transiting the area.

AEROBATIC OPERATIONS IN COLORADO

Practice and competitive aerobatic maneuvers are regularly conducted during daylight hours at the following locations:

- a. 2 NM radius GLL 180/009, 10000 MSL and below.
- b. 1 NM radius Sterling Muni (STK), 4000 AGL and below.
- c. 1 kilometer square, 800 to 3000 AGL 3 statute miles east of RWY 17-35, Kelly Airpark (C015).
- d. 1 statute mile square, surface to 4000 AGL. Center of the area is located 2850 feet east of RWY 18-36. Western boundary is 1000 feet from RWY 18-36 and northern boundary is 100 feet from RWY 08-26, Lamar Airport (LAA). The (LAA) ASOS will broadcast aerobatic area information when this area is active. For further information, contact Flight Services 1-800-WX-BRIEF.
- e. 1 kilometer square, 5000 AGL .5 statute mile east of Ft. Morgan Muni (FMM).
- f. 1 NM radius GLL 315/006, 10000 MSL and below. Mon-Sat 1500-2359, Sun 1600-2359.
- g. 1 NM radius 10000 MSL and below. 6.2 statute miles northwest of Vance Brand (LMO) Mon-Sat 1500-2359, Sun 1600-2359.

AEROBATIC PRACTICE AREA JEAN AIRPORT, JEAN, NEVADA

Aerobatic flight activity will be conducted within a 3300' square box, located 2 miles west of Jean Airport (Specific area of operation is ½ mile radius from a point described by the LAS 190/20). Flights will occur from SFC to 6500 MSL, between 1 hour after sunrise to 1 hour before sunset daily. Pilots should use caution when operating within this area. To obtain a copy of the Certificate of Waiver outlining appropriate procedures for utilization of the practice area, ctc Henderson Executive Airport at (702) 261-4800.

AEROBATIC PRACTICE AREA VAUGHN MUNICIPAL AIRPORT (N17), VAUGHN, NEW MEXICO

Aerobatic practice will be conducted within a 3 NM radius of the Vaughn Municipal Airport (N17), SFC to 11,000 feet MSL, SR-SS. For further information contact Flight Services at 1-800-WX-BRIEF (992)-7433).

EXTENSIVE FLIGHT TRAINING IN VICINITY OF ERNEST A. LOVE FIELD, PRESCOTT, ARIZONA

Extensive flight training activity in areas 5 to 38 miles from the Prescott Airport 14,000 MSL and below. These areas are in use from sunrise to sunset daily. Participating traffic reports on 123.5.

EXTENSIVE FLIGHT TRAINING IN VICINITY OF ANGWIN-PARRETT FIELD (203), ANGWIN, CALIFORNIA

Extensive flight training activity within a 10 NM radius of STS056024 (MAUCH INT), 4,500 MSL and below. This area is in use from 1400-0300 UTC daily. Participating traffic reports on 123.0.

EXTENSIVE FLIGHT TRAINING IN VICINITY OF PROVO MUNICIPAL AIRPORT

Extensive flight training activity in areas 5 to 30 miles S & W of Provo Municipal Airport from the PVU260R-PVU150R, 9,000 MSL and below. These areas are in use from 1100Z to 0400Z Monday thru Saturday; participating traffic contact Eagle Base on 123.5.

UNMANNED AIRCRAFT SYSTEMS, SOUTHEASTERN, AZ

Unmanned aircraft system activity along the international border in southeastern Arizona. Pilots flying near the international border between Nogales, Arizona and the New Mexico border should be alert for unmanned aircraft systems operating from 14,000' MSL to 16,000' MSL inclusive, 0000-1500 UTC daily.

ROCKET FIRING SOUTHEAST OF RENO, NEVADA

Rocket firing occurs approximately on the Mustang VORTAC 107 radial at 7 miles, normally seven days a week, sunrise to sunset, up to but not including 1,000 ft above ground level.

GLIDER OPERATIONS NORTHWEST OF TUCSON, ARIZONA

There is regularly scheduled glider/soaring activity conducted from El Tiro Airport, which is located approximately on the Tucson VORTAC (116.0 MHz) 297° radial at 31 nautical miles: this is south of Pinal (Marana) Airpark and bordered by V16, V66, and V105. Activity at El Tiro is normally scheduled for Saturday, Sunday, and Wednesday, with much of the soaring conducted near the intersection of V66 and V105 at altitudes up to, but not including flight level 180.

CAUTION—TETHERED AEROSTAT RADAR SYSTEM (TARS)

A TARS (a large helium-filled balloon) operates continuously up to 15,000 feet, except during inclement weather or when the system is down for maintenance, in R-2312 near Fort Huachuca, Arizona. The tether is unmarked and is virtually impossible to see from only a few hundred feet. See the Phoenix Sectional Chart for location.

YOSEMITE NATIONAL PARK

Public law prohibits flight of VFR helicopters or fixed-wing acft below 2000 feet above the surface of Yosemite National Park. "Surface" refers to the highest terrain within the park within 2000 feet laterally of the route of flight or, within the Yosemite Valley, the uppermost rim of the valley.

CALIFORNIA CONDORS Central California Coast Ranges

California Condors are currently being reintroduced to the Central California Coast by the Ventana Wilderness Society. There are two release sites; one below Anderson Peak near Big Sur (BSR VOR radial 150, 2 NM), the other in the Pinnacles National Monument (SNS VOR radial 099, 24 NM). California Condors can be identified in the air by their distinctive size and flight patterns. Like the Turkey Vulture, the California Condor is a large black bird with a naked head which uses topography and associated wind patterns for soaring flight. However, the California Condor is nearly twice as large as the Turkey Vulture, with a wingspan approaching ten feet. Condors normally soar at altitudes between 500 and 6,000 feet AGL. They have been known to fly up to 190 miles in a single day and could therefore be found over a very large area. Please be alert for the presence of these highly endangered birds throughout the Coastal Range from Mt Hamilton near San Jose, south to the Simi Valley, near Fillmore VOR (FIM), as well as the foothills along the west side of the San Joaquin Valley. For further information contact the Ventana Wilderness Society at 831-455-9514.

CALIFORNIA CONDORS Pinnacles National Monument

California Condors are the largest land birds in North America and are currently being reintroduced at Pinnacles National Monument in central California. Weighing 15–25 pounds and with a wingspan of 9.5 feet, this endangered species presents a formidable in-flight hazard. Condors are capable of soaring at an altitude of 15,000 feet, although they are more often found between altitudes of 2,000–9,000 feet. Using GPS tracking devices on four condors, a high-use condor flight area was identified over Pinnacles National Monument. The Monument is requesting a clearance of 3,000 feet AGL over an approximately 11.5 square mile area, as indicated, where these and other condors are consistently soaring. Monument personnel hope that such a restriction will be a manageable compromise for the continued conservation of this endangered species and the safety of all pilots. For further information, please contact Pinnacles National Monument at (831) 389-4485.

GRAND CANYON SPECIAL FLIGHT RULES AREA Effective on September 22, 1988

GRAND CANYON—Special Flight Rules Area, SFAR-50-2. Special regulations apply to all aircraft operations below 14,500 feet MSL. Except in an emergency or if otherwise authorized by the Las Vegas Flight Standards District Office for certain limited operations, remain at or above the following altitudes: a) in the Eastern sector from Lees Ferry to North Canyon at 5,000 feet MSL; b) in the Eastern sector from North Canyon to Boundary Ridge at 6,000 feet MSL; c) in the Central sector from Boundary Ridge to Supai Point at 10,000 feet MSL; d) in the Central sector from Supai Point to Diamond Creek at 9,000 feet MSL; e) in the Western sector from Diamond Creek to the Grand Wash Cliffs at 8,000 feet MSL. In flight corridors use the following altitudes: northbound at 11,500 or 13,500 feet MSL; southbound at 10,500 or 12,500 feet MSL. Remain clear of the indicated flight-free zones.

CAUTION: High volume of tour operations within the area. The procedures do not relieve pilots from see-and-avoid responsibility or compliance with FAR 91.119. Pilots should contact a local FSS for NOTAM information prior to flight within the Special Flight Rules Area. Utilize the Las Vegas (LAS) altimeter setting west of Mt. Dellenbaugh and the Grand Canyon (GCN) altimeter setting east of Mt. Dellenbaugh. Monitor the frequencies indicated for each sector (Western-121.95; Central-127.05; Eastern-120.05). Refer to the Grand Canyon sectional chart and NOTAMS for additional information.

SPECIAL NORTH ATLANTIC, CARIBBEAN AND PACIFIC AREA COMMUNICATIONS

VHF air-to-air frequencies enable aircraft engaged in flights over remote and oceanic areas out of range of VHF ground stations to exchange necessary operational information and to facilitate the resolution of operational problems.

Frequencies have been designated as follows:

North Atlantic area:	123.45 MHz
Caribbean area:	123.45 MHz
Pacific area:	123.45 MHz

U.S. SPECIAL CUSTOMS REQUIREMENT

Air Commerce Regulations of the Treasury Department's Customs Service require all private aircraft arriving in the U.S. from a foreign place in the Western Hemisphere, (a) south of 33 degrees north latitude which cross into the U.S. over a point on the U.S./Mexican border between 97 and 120 degrees west longitude, or (b) south of 31 degrees north latitude which enter the U.S. via the Gulf of Mexico and Atlantic Coasts, to provide notice of intended arrival to the Customs Service at least one hour prior to crossing the U.S./Mexican border or the U.S. coastline. This notice may be provided by: (1) radio through an appropriate FAA Flight Service Station, (2) normal FAA flight plan notification procedures (a flight plan filed in Mexico does not meet this requirement due to unreliable relay of data), or (3) directly to the District Director of Customs or other Customs officer at place of first intended landing. Unless an exemption has been granted by Customs, private aircraft are required to make first landing in the U.S. at one of the following designated airports nearest to the point of border or coastline crossing:

Brownsville/South Padre Island International, Corpus Christi International, Del Rio International, El Paso International, Laredo International, Maverick County Memorial International, McAllen Miller International, Presidio-Lely International, Southwest Texas Regional, or William P. Hobby Airport of Texas; Calexico International, or Brown Field Municipal in California; Bisbee Douglas International, Nogales International, Tuscon International, or Yuma MCAS/Yuma International in Arizona; Las Cruces Intl in New Mexico; Lakefront or Louis Armstrong New Orleans Intl in Louisiana; Fort Lauderdale Executive, Fort Lauderdale-Hollywood International, Key West International, Miami International, Opa-Locka Executive Airport, Palm Beach International, St. Lucie County International, or Tampa International in Florida.

MILITARY TRAINING ROUTES

The DOD Flight Information Publication AP/1B provides textual and graphic descriptions and operating instructions for all military training routes (IR, VR, SR) and refueling tracks/anchors. Complete and more comprehensive information relative to policy and procedures for IRs and VRs is published in FAA Handbook 7610.4 (Special Military Operations) which is agreed to by the DOD and therefore directive for all military flight operations. The AP/1B is the official source of route data for military users.

CIVIL USE OF MILITARY FIELDS

U.S. Army, Air Force, Navy and Coast Guard Fields are open to civil fliers only in emergency or with prior permission. Army installations, prior permission is required from the Commanding Officer of the installation.

For Air Force installations, prior permission should be requested at least 30 days prior to first intended landing from either Headquarters USAF (PRPOC) or the Commander of the installation concerned (who has authority to approve landing rights for certain categories of civil aircraft). For use of more than one Air Force installation, requests should be forwarded direct to Hq USAF (PRPOC), Washington, D.C. 20330.

Use of USAF installations must be specifically justified.

For Navy and Marine Corps installations, prior permission should be requested at least 30 days prior to first intended landing. An Aviation Facility License must be approved and executed by the Navy prior to any landing by civil aircraft.

Forms and further information may be obtained from the nearest U.S. Navy or Marine Corps aviation activity.

For Coast Guard fields prior permission should be requested from the Commandant, U.S. Coast Guard via the Commanding Officer of the field.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

AIRCRAFT LANDING RESTRICTIONS

Landing of aircraft at locations other than public use airports may be a violation of Federal or local law. All land and water areas are owned or controlled by private individuals or organizations, states, cities, local governments, or U.S. Government agencies. Except in emergency, prior permission should be obtained before landing at any location that is not a designated public use airport or seaplane base.

Landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, U.S. Forest Service, and on many areas controlled by the U.S. Army Corps of Engineers, unless prior authorization is obtained from the respective agency.

FAR-PART 139 CERTIFICATED AIRPORTS

Additional Certificated Airports
not contained in this Directory

NAME OF AIRPORT	IDENT	INDEX
	NEVADA	
TONOPAH, Tonopah Test Range	TNX	E

CONTINUOUS POWER FACILITIES

In order to insure that a basic ATC system remains in operation despite an areawide or catastrophic commercial power failure, power equipment and certain airports have been designated to provide a network of facilities whose operational capability can be utilized independent of any commercial power supply.

In addition to those facilities comprising the basic ATC system, the following approach and lighting aids have been included in this program for a selected runway.

1. ILS(Localizer, Glide Slope, COMLO, Inner, Middle and Outer Markers)
2. Wind Measuring Capability
3. Approach Light System (ALS) or Short ALS (SALS)
4. Ceiling Measuring Capability
5. Touchdown Zone Lighting (TDZL)
6. Centerline Lighting (CL)
7. Runway Visual Range (RVR)
8. High Intensity Runway Lighting (HIRL)
9. Taxiway Lighting
10. Apron Light (Perimeter Only)

The following have been designated "Continuous Power Airports," and have independent back up capability for the equipment installed.

Airport/Ident	Runway No.	Airport/Ident	Runway No.
Albuquerque, NM (ABQ)	08	Milwaukee, WI (MKE)	01L
Anchorage, AK (ANC)	07R	Minneapolis, MN (MSP)	30L
Andrews AFB, MD (ADW)	01L	Nashville, TN (BNA)	02L
Atlanta, GA (ATL)	09R	New Orleans, LA (MSY)	10
Baltimore, MD (BWI)	10	New York, NY (JFK)	04R
Bismarck, ND (BIS)	31	New York, NY (LGA)	22
Boise, ID (BOI)	10R	Newark, NJ (EWR)	04R
Boston, MA (BOS)	04R	Oklahoma City, OK (OKC)	35R
Charlotte, NC (CLT)	36L	Omaha, NE (OMA)	14R
Chicago, IL (ORD)	10	Ontario, CA (ONT)	26L
Cincinnati, OH (CVG)	36C	Philadelphia, PA (PHL)	09R
Cleveland, OH (CLE)	06R	Phoenix, AZ (PHX)	08
Dallas/Fort Worth, TX (DFW)	17C	Pittsburgh, PA (PIT)	10L
Denver, CO (DEN)	35R	Reno, NV (RNO)	16R
Des Moines, IA (DSM)	31	Salt Lake City, UT (SLC)	34L
Detroit, MI (DTW)	03R	San Antonio, TX (SAT)	12R
El Paso, TX (ELP)	22	San Diego, CA (SAN)	09
Fairbanks, AK (FAI)	01L	San Francisco, CA (SFO)	28R
Great Falls, MT (GTF)	03	San Juan, PR (SJU)	08
Honolulu, HI (HNL)	08L	Seattle, WA (SEA)	16C
Houston, TX (IAH)	26L	St. Louis, MO (STL)	30R
Indianapolis, IN (IND)	05L	Tampa, FL (TPA)	36L
Jacksonville, FL (JAX)	07	Tulsa, OK (TUL)	36R
Kansas City, MO (MCI)	19R	Washington, DC (DCA)	01
Los Angeles, CA (LAX)	24R	Washington, DC (IAD)	01R
Memphis, TN (MEM)	36L	Wichita, KS (ICT)	01L
Miami, FL (MIA)	08R		

NOTE—The existing CPA runway is listed. Pending and future changes at some locations will require a revised runway designation.

NATURAL GAS FLARE CARLSBAD/CAVERN CITY, NEW MEXICO

A natural gas flare is located at approximately N32-27-50.5/W104-34-24.2 (CNM 300/021), SFC to 4200 feet MSL. Pilots should use caution when operating in this area. For further information, contact Albuquerque AFSS on 1-505-243-7831.

SAN DIEGO INTERNATIONAL AIRPORT (SAN) AIRCRAFT NOISE PROHIBITIONS/RESTRICTIONS

No departures or engine run-ups above idle power 0730-1430Z. FAR Part 36 Stage 2 departures prohibited 0600-1500Z. Per current FAA standards all helicopters are Stage 2. Valid emergency operations or mercy flights exempt from noise abatement restrictions. Operator must provide written report to SAN noise abatement office. Noise monitoring in effect continuously. All operations of aircraft which exceed 104 Effective Perceived Noise Decibels at the takeoff reference point per FAA AC 36 Series documentation are prohibited. Noise sensitive areas all quadrants; recommend pilots use best noise abatement procedures. Pilots are requested to minimize use of reverse thrust consistent with safe operations of aircraft to minimize noise impact on surrounding community. For additional noise level restrictions and information call 619-400-2781.

SPECIAL PROCEDURES SAN FRANCISCO INTERNATIONAL AIRPORT NOISE ABATEMENT PROCEDURES

Fly Quiet Program:

The Fly Quiet Program was developed to help pilots understand the rules and regulations for noise abatement at SFO and to show the public how well airline's participate in the noise abatement programs. The purpose of the Program is to encourage individual airlines to operate as quietly as possible at SFO. The Program promotes a participatory approach in complying with noise abatement procedures by grading airlines' performance and presenting these scores to the public via a published report. The Program consists of five grading elements:

- 1) The overall noise quality of each airline's fleet operating at SFO.
- 2) A measure of how well each airline complies with the nighttime Preferential Runway Use Program.
- 3) Assessment of how well each airline adheres to the Gap departure profile.
- 4) Assessment of how well each airline adheres to the Shoreline departure profile.
- 5) Evaluation of single overflight noise level exceedances.

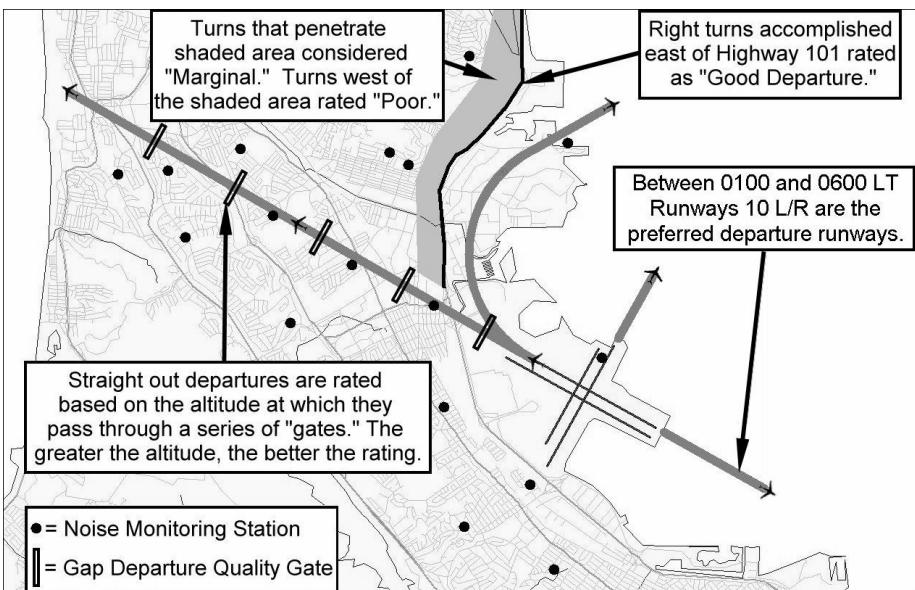
Flight Crews: By operating your aircraft as quietly as possible, you can directly influence your airline's Fly Quiet Program score. Here are some guidelines for maintaining a high score in the Fly Quiet Program:

(a) Preferential Runway Use Program—Between 0100 and 0600 (LT) the preferred departure runways for noise abatement are Runways 10 L/R. Pilots of heavy aircraft can significantly improve their airline's Fly Quiet Program scores by departing on Runways 10 L/R (weather permitting).

(b) Shoreline Departure Turn Quality—The radius of the initial turn after departure off Runways 28 L/R is a grading element of the Fly Quiet Program. Runway 28 L/R departures making excessively wide right turns overfly residential neighborhoods. By completing the initial right turn prior to crossing Highway 101, aircraft remain over industrial and commercial areas. **This applies to all Instrument Departure Procedures (IDPs) requiring right turns after departing Runways 28 L/R.**

(c) Gap Departure Climb Quality—Aircraft making straight out departures off Runways 28 L/R overfly heavily populated areas immediately west of the airport. Since "higher is quieter," the Airport monitors aircraft altitudes along the departure route. Scores are assigned at specific points, or gates, set approximately one mile apart, with higher scores given to those aircraft that reach higher altitudes at the gates. **It is preferred that aircraft making straight-out departures from Runways 28 L/R climb as rapidly as possible.**

(d) Noise Exceedance Rating—Maximum noise level limits are established for selected noise monitor stations surrounding SFO. Pilots can improve their airline's exceedance rating by utilizing the Preferential Runway Use Program and complying precisely with the Gap and Shoreline Departure Procedures.



**SPECIAL PROCEDURES
SAN FRANCISCO INTERNATIONAL AIRPORT
NOISE ABATEMENT PROCEDURES
PREFERENTIAL RUNWAYS**

The SFO Nighttime Preferential Runway Use Program is a voluntary Program that was developed in 1988. SFO operates on two sets of parallel runways for both arrivals and departures, based on this runway configuration, there are three preferred nighttime preferential runway procedures:

- 1) The primary goal of the Program is to use Runways 10 L/R for take-off because they offer departure routing over the bay which will reduce the noise impacts over the communities surrounding SFO.
- 2) When departures from Runways 10 L/R are not possible, the second preference would be to depart Runways 28 L/R on the Shoreline or Quiet Departure Procedures. Both of these Procedures incorporate an immediate right turn after departure to avoid residential communities northwest of SFO.
- 3) The third preference is to depart on Runways 01 L/R. While this procedure directs aircraft over the bay, jet blast from these departures affects communities south of SFO.

The least desirable departure procedure at SFO is a straight-out departure on Runways 28 L/R these departures overfly densely populated communities immediately west of SFO and are discouraged at all hours.

The Airport Director has established a Nighttime Noise Clearance Center operated during 2200–0700 by a duty officer whose responsibilities include monitoring compliance with SFO's Preferential Runway Use Program and responding to requests for exemptions to the noise regulations.

ENGINE RUN-UP RESTRICTIONS

Run-ups of mounted aircraft engines for maintenance or test purposes is prohibited between the hours of 2200–0700 daily except as provided below:

- 1) An idle check of a single engine is allowed under the following conditions:
 - (a) An idle check of a single engine not to exceed a 5-minute duration may be conducted in the lease hold area. If more than one engine is to be checked, each engine must be checked separately and the cumulative duration of the idle checks cannot exceed 5-minutes.
 - (b) An idle check of a single engine or multiple engines (checked separately) which will exceed a duration of five minutes will be accomplished in the designated run-up areas. For purposes of noise abatement monitoring, this will be considered a power run-up.

During the hours of 2200–0700, the Operations Supervisor shall be called and permission received prior to any engine idle check or engine idle run-up, including any idle run for more than a cumulative duration of 5-minutes.

During other hours, the Operations Supervisor shall be called and permission received prior to any engine run-up. Any request for an engine run-up during the hours 2200–0700, other than that described above, which is the result of unusual or emergency circumstances, may be approved by the Nighttime Noise Clearance Center.

When approved and accomplished, the Maintenance Supervisor of the airline concerned must provide to the Airport Director a monthly report detailing the following:

- (a) Date and time of the run-up
- (b) Type of aircraft
- (c) Aircraft identification number
- (d) Location of the run-up
- (e) Duration of the run-up
- (f) An explanation of the unusual or emergency circumstances making the run-up necessary

Reports will be submitted to the Airport Director, Attn: Airport Operations within three working days after the last day of each calendar month.

SPECIAL PROCEDURES SAN FRANCISCO INTERNATIONAL AIRPORT NOISE ABATEMENT PROCEDURES

APU OPERATING RESTRICTIONS

Operators are encouraged to use ground power and air sources whenever practicable. APUs may be used when aircraft are being towed.

1) Domestic terminals—Use of APUs is prohibited between the hours of 2200–0600 except 30 minutes prior to departure, when passengers are aboard, or it is needed to test other aircraft equipment.

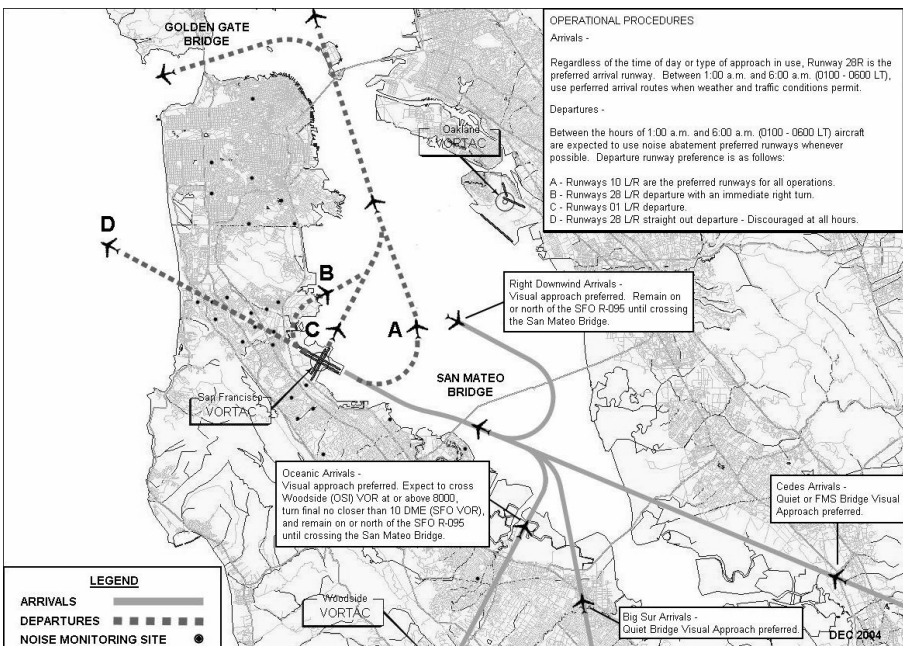
2) International Terminal—The following procedures apply:

(a) Aircraft scheduled to be at a gate in Boarding Areas A and G for more than 45 minutes between the hours of 0700–2200, are required to use 400Hz ground power and pre-conditioned air, where available. APUs are not authorized without prior permission is received from Airport Operations, during the use of ground power and pre-conditioned air until 30 minutes prior to push-back.

(b) All aircraft scheduled to be at an International Terminal gate between 2200–0700 hours are required to use 400Hz ground power and pre-conditioned air, where available, regardless of scheduled time at the gate. APUs are not authorized, unless prior permission is received from Airport Operations, during the use of ground power and pre-conditioned air until 30 minutes prior to push-back.

NOISE MONITORING SYSTEM

As of January 2005, the Airport installed a new Aircraft Noise Management System (ANMS) utilizing Lochard's Airport Noise and Operations Monitoring System (ANOMS(tm)) 8 product suite. This system consists of 29 fixed Environmental Monitoring Units (EMU) and four portable units. The previous passive radar system was replaced with Lochard's new hybrid, SkyTrak(tm), an integration of the FAA ARTS IIIE and live Mode S with passive radar that will drive the SFO community web site and deliver flight data throughout the airport.



CONTACT INFORMATION

For more information about the Fly Quiet Program or noise abatement procedures contact 650-821-5100.

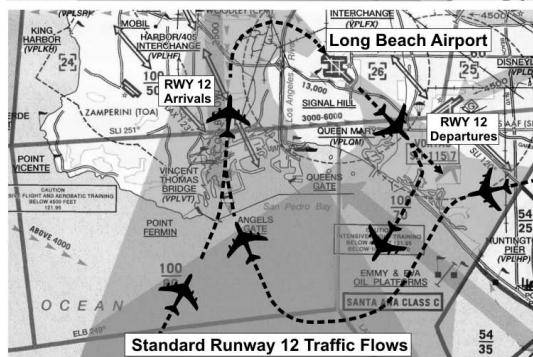
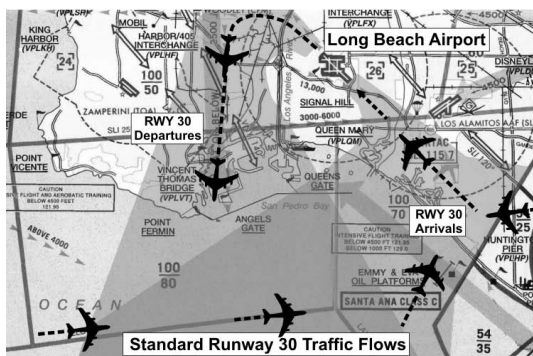
AIR CARRIER OPERATIONS VICINITY OF LONG BEACH (DAUGHERTY FIELD), CA.

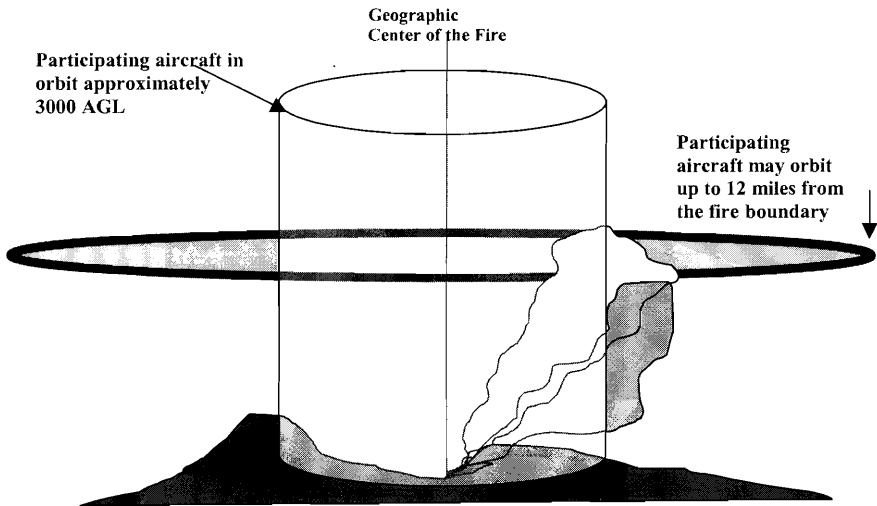
A wide mix of aircraft types including Air Carriers landing and departing Long Beach Daugherty Field, utilize the airspace south of Long Beach Airport (Daugherty Field) (LGB), Long Beach, California. The Class E airspace between Point Vicente, Catalina Island, and Huntington Beach accommodates pilot training from local flight schools, numerous IFR and VFR enroute aircraft, and helicopter and other aviation activities.

Participating flight training aircraft in Class E airspace south of Long Beach may:

- Utilize helicopter frequency 129.0 at or below 1,000 MSL.
- Utilize air-to-air frequency 121.95 above 1,000 MSL and below 4,500 MSL.
- Participants are encouraged to make position reports relative to Palos Verde Point, Point Vicente and Point Fermin, Angels Gate, Queens Gate, Emmy & Eva Oil Platforms and the Queen Mary.

VFR flight following may be available from SOCAL TRACON as indicated on the LA Terminal Area Chart.



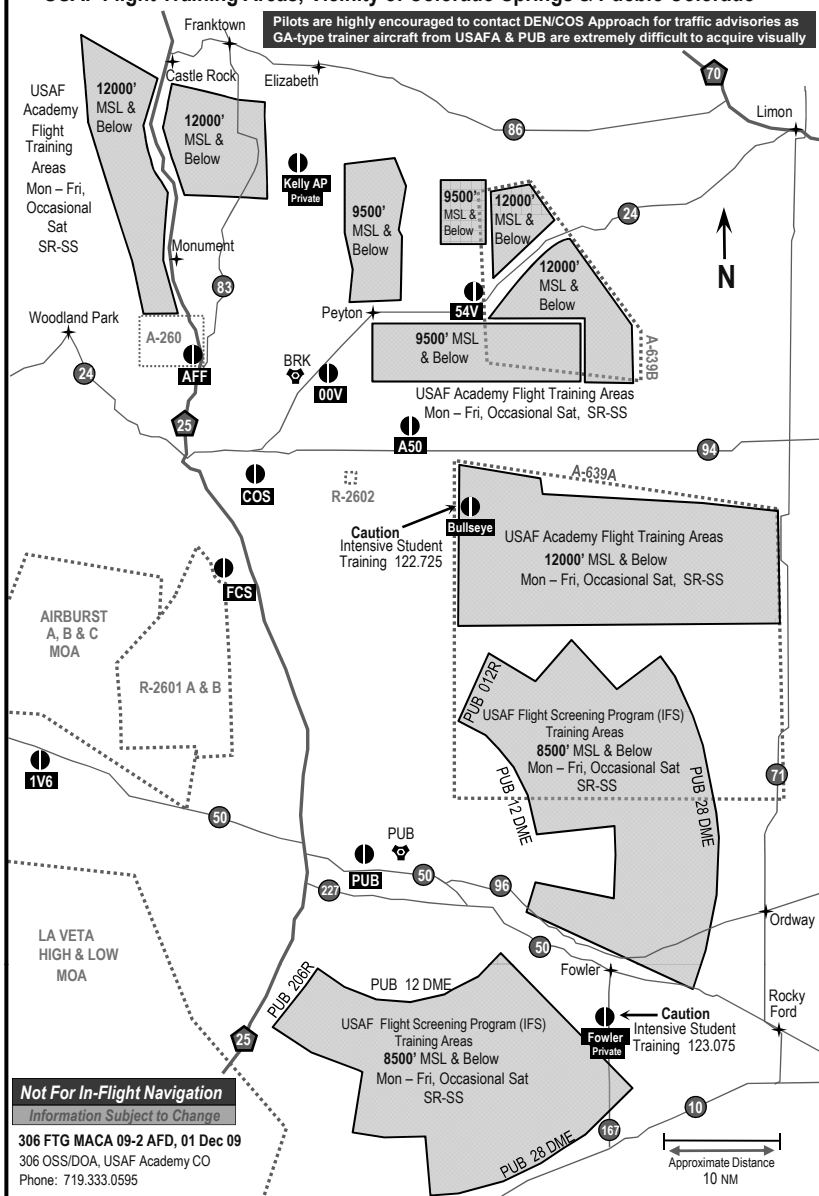
FIREFIGHTING TRAFFIC AREAS

Pilots are advised to stay clear of Firefighting Traffic Areas. Remain 15 miles from the area of activity. If you must over-fly the area, do so at an altitude of 5000 feet AGL above. However, to remain safe and out of the way of working aircraft, it is best to circumnavigate the area.

The wild-land fire environment can be very complex and involve a large number and variety of aircraft types including fixed and rotary wing aircraft. Some of the aircraft are small single and multi-engine command and control platforms that can be especially difficult to see and may give the appearance that the fire is not staffed. The aircraft participating in firefighting can orbit as far out as 12 miles from the perimeter of the fire. Any intrusion by aircraft not directly involved in the firefighting operation could delay the delivery of much needed retardant or water to ground firefighters and will adversely affect the safety of participating aircraft. Please stay well away from wild-land fires even if you feel that aircraft are not working the fire; they may be en route or unseen.

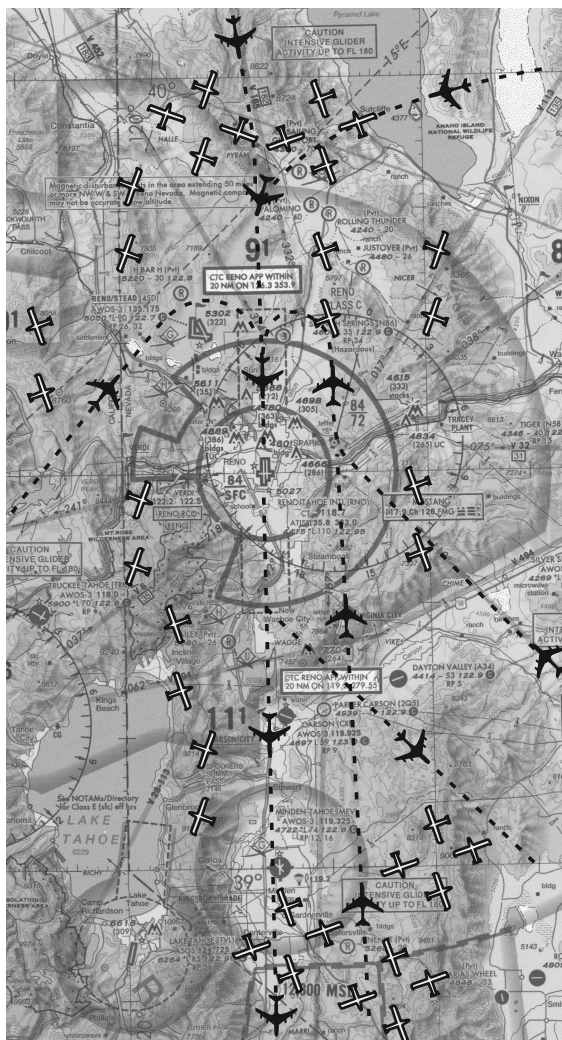
If you see a fire developing along your route, report it immediately to air traffic control who will advise the US Forest Service. The firefighting community would welcome this information.

Pilots are highly encouraged to contact DEN/COS Approach for traffic advisories as GA-type trainer aircraft from USAFA & PUB are extremely difficult to acquire visually



GLIDER/SOARING ACTIVITIES AROUND THE RENO-TAHOE INTERNATIONAL AIRPORT

There is intense glider activity up to FL180 near the Reno-Tahoe International Airport. Gliders conduct aerobatic maneuvers and other soaring activities in airspace on or near arrival routes, departure routes, final approach courses and holding fixes for the Reno-Tahoe International Airport. Gliders operations may originate from the Air Sailing, Minden-Tahoe and Truckee (California) Airports. The Air Sailing Airport is located near the Mustang (FMG) 337 radial at 20 nautical miles, between Anaho, Pyram and Takle intersections. The Minden-Tahoe Airport is located near the FMG 172 radial at 32 nautical miles, between J5 and J94. The Truckee California Airport is located near the FMG 225 radial at 26 nautical miles, north of the Squaw Valley VOR between J32 and V392. Federal Aviation Regulations do not require gliders operators to equip, activate or to broadcast the location of their aircraft via transponder or radio communications while operating outside of Class A or C Airspace. Atmospheric conditions attract large quantities of gliders to the area and activity near mountain ridges or "hot spots" may be intense. Altitudes up to 17,999 have been observed and pilots should exercise due diligence when exiting Class A and C airspace. Pilots are encouraged to refer to the SFO Sectional Aeronautical Chart and to the remarks in the Airport/Facility Directory, Southwest US for the Reno-Tahoe International Airport (RNO) regarding glider activity. For further information, call Reno ATCT/TRACON at (775) 784-5582.



The following narratives summarize the FAR Part 93 Special Air Traffic Rules, and Airport Traffic Patterns in effect as prescribed in the rule. This information is advisory in nature and in no way relieves the pilot from compliance with the specific rules set forth in FAR Parts 91 and 93.

Special Airport Traffic Areas prescribed in Part 93 are depicted on Sectional Aeronautical Charts, World Aeronautical Charts, Enroute Low Altitude Charts, and where applicable, on VFR Terminal Area Charts.

OPERATIONS RESERVATIONS FOR HIGH DENSITY TRAFFIC AIRPORTS KENNEDY, LAGUARDIA, AND WASHINGTON REAGAN NATIONAL

The Federal Aviation Administration (FAA) has designated New York's Kennedy and LaGuardia Airports and Washington Reagan National Airport as High Density Traffic Airports (HDTA), Title 14, Code of Federal Regulations, part 93, subpart K, and has prescribed air traffic rules and requirements for operating aircraft (excluding helicopters) to and from those airports during certain hours.

Reservations are required for operations from 6 a.m. through 11:59 p.m. local time at LaGuardia Airport and Washington Reagan National Airport. Reservations at Kennedy Airport are required from 3 p.m. through 7:59 p.m. local time.

Reservation procedures are detailed in Advisory Circular 93-1, Reservations for Unscheduled Operations at High Density Traffic Airports. A copy of the advisory circular is available on the FAA website at <http://www.faa.gov>. Reservations for unscheduled operations are allocated through the Enhanced Computer Voice Reservation System (e-CVRS) accessible via telephone or the Internet. This system may not be used to make reservations for scheduled air carrier or commuter flights.

The toll-free telephone number for accessing e-CVRS is 1-800-875-9694 and is available for calls originating within the United States, Canada, and the Caribbean. Users outside the toll-free areas may access e-CVRS by calling the toll number of 703-707-0568. The Internet web address for accessing the e-CVRS is <http://www.fly.faa.gov/ecvrs>. If you have any questions about reservation requirements or are experiencing problems with the system, you may telephone the Airport Reservation Office at the Air Traffic Control System Command Center at (703) 904-4452.

Requests for instrument flight rules (IFR) reservations will be accepted beginning 72 hours prior to the proposed time of operation at the high-density airport. For example, a request for an 11 a.m. reservation on a Thursday will be accepted beginning at 11 a.m. on the previous Monday.

IFR reservations must be obtained prior to IFR landing or takeoff at an HDTA during slot controlled hours. An air traffic control (ATC) clearance does not constitute a reservation. A reservation does not constitute permission to operate at an HDTA if additional operational limits or procedures are required by NOTAM and/or regulation.

Aircraft involved in medical emergencies will be handled by ATC without regard to a reservation after obtaining prior approval of the ATC System Command Center on (703) 904-4452. ATC will accommodate declared other emergency situations without regard to slot reservations.

NOTE: Visual flight rule (VFR) reservations via ATC for unscheduled operations at LaGuardia are not authorized from 7 a.m. through 8:59 a.m. local time and 4 p.m. through 6:59 p.m. local time, Monday through Friday and Sunday evenings, unless otherwise announced by NOTAM. Both IFR and VFR operations during those time periods must obtain an advance reservation through e-CVRS.

LUKE AIR FORCE BASE (AFB), AZ SPECIAL AIR TRAFFIC RULE F.A.R PART 93 EFFECTIVE MAY 6, 2010

Title 14, Code of Federal Regulations, part 93, subpart O, has prescribed special air traffic rules and communication requirements for aircraft operating under Visual Flight Rules (VFR) in the vicinity of Luke Air Force Base.

Pilots are required to establish two-way communication with Luke Approach Control on 118.15 north of Luke AFB or 125.45 south of Luke AFB prior to entering the special air traffic rule area. See Phoenix Terminal Area Chart.

Pilots of non-radio equipped aircraft must request permission to enter the special air traffic rule area at least 24 hours before the proposed operation by telephoning Luke Approach Control at 623-856-6448.

FSS TELEPHONE NUMBERS

Flight Service Station (FSS) facilities provide flight planning and weather briefing services to pilots. FSS services in the contiguous United States, Hawaii and Puerto Rico, are provided by a network of large FSS facilities and a few select remote facilities some of which operate part-time. Because of the interconnectivity between the facilities, all FSS services including radio frequencies are available continuously using published data.

Telephone Information Briefing Service (TIBS) is a FSS service that provides continuous recordings of meteorological and/or aeronautical information. A touch-tone telephone is required to fully utilize this service.

Further information can be found in the Aeronautical Information Manual (AIM).

NATIONAL FSS TELEPHONE NUMBER

Pilot Weather Briefings 1-800-WX-BRIEF (1-800-992-7433)

OTHER FSS TELEPHONE NUMBERS (except in Alaska)

TIBS (see description above) 1-877-4TIBS-WX (1-877-484-2799)

Clearance Delivery Only 1-888-766-8267

Lifeguard Flights Only 1-877-LIF-GRD3 (1-877-543-4733)

Flights within DC SFRA & FRZ * 1-866-225-7410

* District of Columbia Special Flight Rules Area & Flight Restricted Zone

KEY to AERODROME FORECAST (TAF) and AVIATION ROUTINE WEATHER REPORT (METAR)

TAF KPIT 091730Z 091818 15005KT 5SM HZ.FEW020 WS010/31022KT
FM1930 30015G25KT 3SM SHRA OVC015 TEMPO 2022 1/2SM +TSRA
OVC008CB
FM0100 27008KT 5SM SHRA BKN020 OVC040 PROB40 0407 1SM -RA BR
FM1015 18005KT 6SM -SHRA OVC020 BECMG 1315 P6SM NSW SKC

METAR KPIT 091955Z COR 22015G25KT 3/4SM R28L/2600FT TSRA OVC010CB
18/16 A2992 RMK SLP045 T01820159

Forecast	Explanation	Report
TAF	Message type: <u>TAF</u> -routine or <u>TAF AMD</u> -amended forecast, <u>METAR</u> -hourly, <u>SPECI</u> -special or <u>TESTM</u> -non-commissioned ASOS report	METAR
KPIT	ICAO location indicator	KPIT
091730Z	Issuance time: ALL times in UTC " <u>Z</u> ", 2-digit date, 4-digit time	091955Z
091818	Valid period: 2-digit date, 2-digit beginning, 2-digit ending times In U.S. METAR : <u>COR</u> rected ob; or <u>AUTO</u> mated ob for automated report with no human intervention; omitted when observer logs on	COR
15005KT	Wind: 3 digit true-north direction, nearest 10 degrees (or <u>VaRiA</u> ble); next 2-3 digits for speed and unit, <u>KT</u> (KMH or MPS); as needed, <u>Gust</u> and maximum speed; 00000KT for calm; for METAR , if direction varies 60 degrees or more, <u>Variability</u> appended, e.g. 180 <u>V</u> 260	22015G25KT
5SM	Prevailing visibility: in U.S., <u>Statute Miles</u> & fractions; above 6 miles in TAF <u>Plus</u> 6 <u>SM</u> . (Or, 4-digit minimum visibility in meters and as required, lowest value with direction) Runway Visual Range: <u>R</u> ; 2-digit runway designator <u>Left</u> , <u>Center</u> , or <u>Right</u> as needed; <u>"I"</u> ; <u>Minus</u> or <u>Plus</u> in U.S., 4-digit value, <u>FeeT</u> in U.S., (usually meters elsewhere); 4-digit value <u>Variability</u> 4-digit value (and tendency <u>Down</u> , <u>Up</u> or <u>No</u> change)	3/4SM R28L/2600FT
HZ	Significant present, forecast and recent weather: see table (on back)	TSRA
FEW020	Cloud amount, height and type: <u>SKY</u> Clear 0/8, <u>FEW</u> >0/8-2/8, <u>SCaT</u> tered 3/8-4/8, <u>BroKeN</u> 5/8-7/8, <u>OVerCast</u> 8/8; 3-digit height in hundreds of ft; <u>Towering CU</u> mulus or <u>CumulonimBus</u> in METAR ; in TAF , only <u>CB</u> . <u>Vertical</u> <u>Visibility</u> for obscured sky and height "VV004". More than 1 layer may be reported or forecast. In automated METAR reports only, <u>CLear</u> for "clear below 12,000 feet" <u>Temperature</u> : degrees Celsius; first 2 digits, temperature <u>"I"</u> last 2 digits, dew-point temperature; <u>Minus</u> for below zero, e.g., M06 Altimeter setting: indicator and 4 digits; in U.S., <u>A</u> -inches and hundredths; (<u>Q</u> -hectoPascals, e.g., Q1013)	OVC010CB 18/16 A2992

KEY to AERODROME FORECAST (TAF) and AVIATION ROUTINE WEATHER REPORT (METAR)

Forecast	Explanation	Report
WS010/31022KT	In U.S. TAF , non-convective low-level ($\leq 2,000$ ft) <u>Wind Shear</u> ; 3-digit height (hundreds of ft); " <u>L</u> "; 3-digit wind direction and 2-3 digit wind speed above the indicated height, and unit, <u>KT</u> In METAR , <u>ReMarK</u> indicator & remarks. For example: <u>Sea-Level Pressure</u> in hectoPascals & tenths, as shown: 1004.5 hPa; <u>Temp</u> /dew-point in tenths °C, as shown: temp. 18.2°C, dew-point 15.9°C	RMK SLP045 T01820159
FM1930	<u>From</u> and 2-digit hour and 2-digit minute beginning time: indicates significant change. Each FM starts on new line, indented 5 spaces.	
TEMPO 2022	<u>TEMPO</u> rary: changes expected for < 1 hour and in total, < half of 2-digit hour beginning and 2-digit hour ending time period	
PROB40 0407	<u>PROB</u> ability and 2-digit percent (30 or 40): probable condition during 2-digit hour beginning and 2-digit hour ending time period	
BECMG 1315	<u>BEC</u> oming: change expected during 2-digit hour beginning and 2-digit hour ending time period	

Table of Significant Present, Forecast and Recent Weather - Grouped in categories and used in the order listed below; or as needed in TAF, No Significant Weather.

QUALIFIER			
Intensity or Proximity			
- Light	"no sign"	Moderate	+ Heavy
VC Vicinity: but not at aerodrome; in U.S. METAR , between 5 and 10SM of the point(s) of observation; in U.S. TAF , 5 to 10SM from center of runway complex (elsewhere within 8000m)			
Descriptor			
MI Shallow	BC Patches	PR Partial	TS Thunderstorm
BL Blowing	SH Showers	DR Drifting	FZ Freezing
WEATHER PHENOMENA			
Precipitation			
DZ Drizzle	RA Rain	SN Snow	SG Snow grains
IC Ice crystals	PL Ice pellets	GR Hail	GS Small hail/snow pellets
UP Unknown precipitation in automated observations			
Obscuration			
BR Mist ($\geq 5/8$ SM)	FG Fog ($< 5/8$ SM)	FU Smoke	VA Volcanic ash
SA Sand	HZ Haze	PY Spray	DU Widespread dust
Other			
SQ Squall	SS Sandstorm	DS Duststorm	PO Well developed dust/sand whirls
FC Funnel cloud	+FC tornado/waterspout		

- Explanations in parentheses "(") indicate different worldwide practices.
- Ceiling is not specified; defined as the lowest broken or overcast layer, or the vertical visibility.
- **NWS TAFs** exclude turbulence, icing & temperature forecasts; **NWS METARs** exclude trend fcsts
- Although not used in US, Ceiling And Visibility OK replaces visibility, weather and clouds if: visibility ≥ 10 km; no cloud below 5000 ft (1500 m) or below the highest minimum sector altitude, whichever is greater and no CB; and no precipitation, TS, DS, SS, MIFG, DRDU, DRSA or DRSN.

UNITED STATES DEPARTMENT OF COMMERCE
NOAA/PA 96052 National Oceanic and Atmospheric Administration—National Weather Service

KEY AIR TRAFFIC FACILITIES

Air Traffic Control System Command Center

Main Number.....703-904-4400

RGNL AIR TRAFFIC DIVISIONS

REGION	TELEPHONE
Alaskan	907-271-5464
Central	816-329-2500
Eastern	718-553-4502
Great Lakes	847-294-7202
New England	781-238-7500
Northwest Mountain	425-227-2500
Southern	404-305-5500
Southwest	817-222-5500
Western Pacific	310-725-6500

AIR ROUTE TRAFFIC CONTROL CENTERS (ARTCCs)

ARTCC NAME	*24 HR RGNL DUTY OFFICE TELEPHONE #	BUSINESS HOURS	BUSINESS TELEPHONE #
Albuquerque	817-222-5006	7:30 a.m.-4:00 p.m.	505-856-4300
Anchorage	907-271-5936	7:30 a.m.-4:00 p.m.	907-269-1137
Atlanta	404-305-5180	7:30 a.m.-5:00 p.m.	770-210-7601
Boston	617-238-7001	7:30 a.m.-4:00 p.m.	603-879-6633
Chicago	847-294-8400	8:00 a.m.-4:00 p.m.	630-906-8221
Cleveland	847-294-8400	8:00 a.m.-4:00 p.m.	440-774-0310
Denver	425-227-1389	7:30 a.m.-4:00 p.m.	303-651-4100
Ft. Worth	817-222-5006	7:30 a.m.-4:00 p.m.	817-858-7300
Houston	817-222-5006	7:30 a.m.-4:00 p.m.	281-230-5300
Indianapolis	847-294-8400	8:00 a.m.-4:00 p.m.	317-247-2231
Jacksonville	404-305-5180	8:00 a.m.-4:30 p.m.	904-549-1501
Kansas City	816-329-3000	7:30 a.m.-4:00 p.m.	913-254-8500
Los Angeles	661-265-8200	7:30 a.m.-4:00 p.m.	661-265-8200
Memphis	404-305-5180	7:30 a.m.-4:00 p.m.	901-368-8103
Miami	404-305-5180	7:00 a.m.-3:30 p.m.	305-716-1500
Minneapolis	847-294-8400	8:00 a.m.-4:00 p.m.	651-463-5580
New York	718-995-5426	8:00 a.m.-4:40 p.m.	516-468-1001
Oakland	310-725-3300	6:30 a.m.-3:00 p.m.	510-745-3331
Salt Lake City	425-227-1389	7:30 a.m.-4:00 p.m.	801-320-2500
Seattle	425-227-1389	7:30 a.m.-4:00 p.m.	253-351-3500
Washington	718-995-5426	8:00 a.m.-4:30 p.m.	703-771-3401

MAJOR TERMINAL RADAR APPROACH CONTROLS (TRACONS)

TRACON NAME	*24 HR RGNL DUTY OFFICE TELEPHONE #	BUSINESS HOURS	BUSINESS TELEPHONE #
Atlanta	404-305-5180	7:00 a.m.-3:30 p.m.	404-669-1200
Chicago	847-294-8400	8:00 a.m.-4:00 p.m.	847-608-5509
Dallas/Ft. Worth	817-222-5006	7:30 a.m.-4:00 p.m.	972-615-2500
Denver	425-227-1389	7:30 a.m.-4:00 p.m.	303-342-1500
Houston	817-222-5006	7:30 a.m.-4:00 p.m.	281-230-8400
New York	718-995-5426	8:00 a.m.-4:30 p.m.	516-683-2901
Northern CA	310-725-3300	7:00 a.m.-3:30 p.m.	916-366-4001
Potomac	718-995-5426	8:00 a.m.-4:30 p.m.	540-349-7500
Southern CA	310-725-3300	7:30 a.m.-4:00 p.m.	858-537-5800

*Facilities can be contacted through the Rgnl Duty Officer during non-business hours.

KEY AIR TRAFFIC FACILITIES

DAILY NAS REPORTABLE AIRPORTS

AIRPORT NAME	* 24 HR RGNL DUTY OFFICE TELEPHONE #	BUSINESS HOURS	BUSINESS TELEPHONE #
Albuquerque Intl Sunport, NM	817-222-5006	8:00 a.m.-5:00 p.m.	505-842-4366
Andrews AFB, MD	718-995-5426	8:00 a.m.-4:30 p.m.	301-735-2380
Baltimore/Washington Intl Thurgood Marshall, MD	718-995-5426	8:00 a.m.-4:30 p.m.	410-962-3555
Boston Logan Intl, MA	781-238-7001	7:30 a.m.-4:00 p.m.	617-455-3100
Bradley Intl, CT	617-238-7001	7:30 a.m.-4:00 p.m.	203-627-3428
Burbank/Bob Hope, CA	310-725-3300	7:00 a.m.-5:30 p.m.	818-567-4806
Charlotte Douglas Intl, NC	404-305-5180	8:00 a.m.-4:30 p.m.	704-344-6487
Chicago Midway, IL	847-294-8400	8:00 a.m.-4:00 p.m.	773-884-3670
Chicago O'Hare Intl, IL	847-294-8400	8:00 a.m.-4:00 p.m.	773-601-7600
Cleveland Hopkins Intl, OH	847-294-8400	8:00 a.m.-4:00 p.m.	216-898-2020
Covington/Cincinnati, OH	708-294-7401	8:00 a.m.-4:30 p.m.	606-767-1006
Dallas/Ft. Worth Intl, TX	817-222-5006	8:30 a.m.-5:00 p.m.	972-615-2531
Dayton Cox Intl, OH	847-294-8400	7:30 a.m.-4:00 p.m.	937-454-7300
Denver Intl, CO	425-227-1389	7:30 a.m.-4:00 p.m.	303-342-1600
Detroit Metro, MI	847-294-8400	8:00 a.m.-4:00 p.m.	734-955-5000
Fairbanks Intl, AK	907-271-5936	7:30 a.m.-4:00 p.m.	907-474-0050
Fort Lauderdale Intl, FL	404-305-5180	7:00 a.m.-3:30 p.m.	305-356-7932
George Bush Intercontinental/Houston, TX	817-222-5006	7:30 a.m.-4:00 p.m.	713-230-8400
Hartsfield-Jackson Atlanta Intl, GA	404-305-5180	7:00 a.m.-3:30 p.m.	404-669-1200
Honolulu Intl, HI	310-725-3300	7:30 a.m.-4:00 p.m.	808-840-6100
Houston Hobby, TX	817-222-5006	8:00 a.m.-5:00 p.m.	713-847-1400
Indianapolis Intl, IN	847-294-8400	8:00 a.m.-4:00 p.m.	317-484-6600
Kahului/Maui, HI	310-725-3300	7:30 a.m.-4:00 p.m.	808-877-0725
Kansas City Intl, MO	816-329-3000	7:30 a.m.-4:00 p.m.	816-329-2700
Las Vegas McCarran, NV	310-725-3300	7:30 a.m.-4:00 p.m.	702-262-5978
Los Angeles Intl, CA	310-725-3300	7:00 a.m.-3:30 p.m.	310-342-4900
Louis Armstrong New Orleans Intl, LA	817-222-5006	7:00 a.m.-4:30 p.m.	504-471-4300
Memphis Intl, TN	404-305-5180	7:30 a.m.-4:00 p.m.	901-322-3350
Miami Intl, FL	404-305-5180	7:00 a.m.-4:00 p.m.	305-869-5400
Minneapolis/St. Paul, MN	847-294-8400	8:00 a.m.-4:00p.m.	612-713-4000
Nashville Intl, TN	404-305-5180	7:00 a.m.-3:30 p.m.	615-781-5460
New York Kennedy Intl, NY	718-995-5426	8:00 a.m.-4:30 p.m.	718-656-0335
New York La Guardia, NY	718-995-5426	8:00 a.m.-4:30 p.m.	718-335-5461
Newark Liberty Intl, NJ	718-995-5426	7:30 a.m.-4:00 p.m.	973-565-5000
Norman Y. Mineta San Jose Intl, CA	310-725-3300	7:30 a.m.-4:00 p.m.	408-982-0750
Ontario Intl, CA	310-725-3300	7:30 a.m.-4:00 p.m.	909-983-7518
Orlando Intl, FL	404-305-5180	7:30 a.m.-5:00 p.m.	407-850-7000
Philadelphia Intl, PA	718-995-5426	8:00 a.m.-4:30 p.m.	215-492-4100
Phoenix Sky Harbor Intl, AZ	310-725-3300	7:30 a.m.-4:00 p.m.	602-379-4226
Pittsburgh Intl, PA	718-995-5426	8:00 a.m.-4:30 p.m.	412-269-9237
Portland Intl, OR	425-227-1389	7:30 a.m.-4:00 p.m.	503-493-7500
Raleigh-Durham, NC	404-305-5180	8:00 a.m.-4:30 p.m.	919-840-5544
Ronald Reagan Washington National, DC	718-995-5426	8:00 a.m.-4:30 p.m.	703-413-1535
Salt Lake City, UT	425-227-1389	7:30 a.m.-4:00 p.m.	801-325-9600
San Antonio Intl, TX	817-222-5006	8:00 a.m.-4:30 p.m.	210-805-5507
San Diego Lindbergh Intl, CA	310-725-3300	8:00 a.m.-4:30 p.m.	619-299-0677
San Francisco Intl, CA	310-725-3300	7:00 a.m.-3:30 p.m.	650-876-2883
San Juan Intl, PR	404-305-5180	7:30 a.m.-5:00 p.m.	809-253-8663
Seattle-Tacoma Intl, WA	425-227-1389	7:30 a.m.-4:00 p.m.	206-768-2900
St. Louis Lambert, MO	816-329-3000	7:30 a.m.-4:00 p.m.	314-890-1000
Tampa Intl, FL	404-305-5180	7:30 a.m.-4:00 p.m.	813-371-7700
Ted Stevens Anchorage Intl, AK	907-271-5936	7:30 a.m.-4:00 p.m.	907-271-2700
Teterboro, NJ	718-995-5426	8:00 a.m.-4:30 p.m.	201-288-1889
Washington Dulles Intl, DC	718-995-5426	8:00 a.m.-4:30 p.m.	571-323-6372
West Palm Beach, FL	404-305-5180	8:00 a.m.-4:30 p.m.	561-683-1867
Westchester Co, NY	718-995-5426	8:00 a.m.-4:30 p.m.	914-948-6520

*Facilities can be contacted through the Rgnl Duty Officer during non-business hours.

Air Route Traffic Control Center frequencies and their remotest transmitter sites are listed below for the coverage of this volume. Bold face type indicates high altitude frequencies, light face type indicates low altitude frequencies. To insure unrestricted IFR operations within the high altitude enroute sectors, the use of 720 channel communications equipment (25 kHz channel spacing) is required.

®ALBUQUERQUE CENTER – 134.6 132.8

H-4-5-6-7, L-5-6-7-8-10-15-17-19

Alamogordo – 132.65 132.65
Animas – 134.45 **133.0**
 Carlsbad – 135.875
Childs Peak – 135.15 **132.45** 126.45 125.25
Clines Corner – 133.65 133.65 132.8 125.075
El Paso B – 128.2 **125.525**
Globe Nr 1 – 135.725 **132.9** 132.9
Globe Nr 2 – 135.15 133.85 **132.35** 132.35 125.4
Mesa Rica – 125.075 **119.45**
Mount Dora – 133.05 127.85
Prescott – 135.325 **134.325** 128.45
 Raton – 132.8
Roswell – 132.65 132.65
 Sandia Mountain – 132.8
 Silver City – 134.45
 Tesuque Peak – 132.8
 Truth or Consequences – 128.2
 Tucson – 134.45 **133.0**
Tucumcari – 132.32 **126.92** 126.85 **119.45**
West Mesa – 134.6 **133.65** 133.65 124.325 **119.45**
Winslow – 128.125 124.5
Zuni – 134.6 **132.9** 132.9 124.325 **120.55**

(KZAB)

®DENVER CENTER – 125.9
H-1-2-3-4-5-6, L-8-9-10-11-12-13-14-15

Alamosa – 128.375
 Aspen – 134.5 **132.85** 125.35 119.85
 Brush A – 133.95
 Brush B – 118.475
 Casper – 133.675
 Cortez – 134.7 118.575
 Denver – 133.4 **132.85** 128.65 **126.875** 125.95
 Denver A – 126.5
 Denver B – 119.85
 Durango – 118.575
Eastonville – 134.975 **132.225**
Farmington – 128.125 **125.675** 118.575
 Goodland – 132.5
Grand Mesa – 135.125 **134.275** **126.725** **125.675**
 Grand Mesa A – 125.35
 Grand Mesa B – 134.5
 Gunnison – **133.525** 125.35
 Hanksville – 127.55
 Hayden – **128.325** 120.475
 Kremmling – **132.85** 128.65
La Junta – 134.125 133.4 **132.225** 128.37
 Montrose – 125.35
 Ogallala – **126.325** 132.7
 Pueblo – **135.4** **132.225** 128.375
Tuba City – 132.875 127.55 **118.225**
 Walton Peak – 126.5

(KZDV)

®L. A. CENTER
H-3-4, L-3-4-5-7-8-9, A-2

Arr—Dep U.S. – 135.45 **134.55** **134.4** 133.4 **132.15** 128.05 **127.4** 126.4 126.0 119.0
 Bakersfield – 127.1
 Baldwin Hills – 132.85
 Barstow – 134.65 **133.55** 132.5 132.3 126.35 **125.725**
Blythe – 134.475 **127.525**
Cedar City – 135.55 **135.25** **127.35** 124.2
 Edom Hill – 133.75 **126.7**
 Gaviota – **121.5** 121.5
 Julian – **127.525** **126.775**
 Keeler – **124.625** 124.625
 Laguna – 128.6 128.15 **125.65** 125.65 **119.95**
 Lebec – **135.3** **128.375**

(KZLA)

Mount Potosi – **132.625 124.625** 124.625
 Nelson – 134.65 **127.35** 124.85 124.2 **118.025**
 Ontario – 125.65
 Palmdale – 132.5 125.275 **121.5** 121.5
 Peach Springs – **128.075**
 Pleasants Peak – 132.85 125.275 **119.95**
 Riverside – 126.35
 Saddle Peak – 132.6 125.8
 San Luis Obispo – 119.05
 Santa Barbara – 135.5 **132.15 126.525 119.05**
 Santa Catalina – 134.575
 Seligman – **133.2** 124.85
 Tonopah – 124.625
 Twentynine Palms – **133.2** 128.15 126.35
 Whittier – 125.275
 Yuma – **126.775**

® OAKLAND CENTER

H-3-4, L-2-3-7-5-9-11, A-2
 (KZOA)

Angels Camp – **134.375 132.95** 127.95 126.85 121.25 119.75
 Bishop – 125.75
 Fallon – **134.45** 128.8
 Ferndale – **134.15** 134.15
 Fresno – **134.375 133.7 132.8** 126.9 123.8
 Half Moon Bay – **134.15** 134.15 127.45 125.45 119.475
 Hollister – **127.45** 127.45
 Mina – **132.05 127.175** 125.75
 Mount Tamalpais – 127.8
 Priest – **134.55 133.7 132.8** 128.7
 Red Bluff – **134.975** 132.2 **119.975**
 Reno – **134.45** 128.8
 Sacramento – **132.95**
 San Luis Obispo – 128.7
 South Lake Tahoe – 134.3
 Squaw Valley – 127.95
 Tonopah – **132.05** 125.75
 Ukiah – **134.975** 132.2 127.8 **119.975**

® SALT LAKE CITY CENTER

H-1-2-3, L-9-11-12-13-14

Ashton – **132.4**
 Battle Mountain – 132.25 **128.725**
 Bliss – **121.15**
 Boysen – **133.25** 133.25
 Bryce Canyon – 133.6
 Butte – 133.4 **132.4** 132.4
 Cedar City – 135.25 125.575
 Delta – 127.825 125.575 **120.275**
 Elko – 132.25 **128.725**
 Ely – 133.45
 Fairfield – **135.775** 133.9 **127.825**
 Francis Peak – **135.775** 127.7 **119.95**
 Grassy Mountain – **128.55** 128.55
 Great Falls – **132.425** 132.425
 Hanksville – 133.6
 Judith – **126.85**
 Lakeside – **119.75**
 Malad – 133.8 127.7 **125.925**
 Miles – 133.4 **119.75** 119.75
 Myton – **135.775** 119.95
 Rome – **121.15**
 Salmon – **132.4** 132.4
 Squaw – **121.15**
 Sunnyside – 133.9 **127.925**
 Tonopah – **134.525 133.45** 133.45
 Wilson Creek – **134.525 133.45** 133.45 **127.925** 127.925
 Winnemucca – 132.25

® SEATTLE CENTER

H-1-3, L-1-2-11-13

Antelope Mountain – 124.85
 Arcata – 124.85
 Ferndale – **135.15** 124.85
 Klamath Falls – **134.9** 127.6

(KZSE)

VHF frequencies available at Flight Service Stations and at their remote communication outlets (RCO's) are listed below for the coverage of this volume. Frequencies in bold type are available all altitudes but recommended for use FL180 and above. "T" indicates transmit only and "R" indicates receive only. RCO's available at NAVAID's are listed after the NAVAID name. RCO's not at NAVAID's are listed by name.

ALBUQUERQUE AFSS

ALBUQUERQUE RCO **122.55**
 ALAMOGORDO RCO 122.15
 ANTON CHICO VORTAC 117.8T 122.1R
 CARLSBAD RCO **122.65**
 CIMARRON VORTAC 116.4T 122.1R
 CLINES CORNERS RCO 122.3
 CLOVIS RCO 122.5
 CORONA VORTAC 115.5T 122.1R
 DEMING RCO 122.2
 FARMINGTON RCO **122.4**
 GALLUP VORTAC 115.1T 122.1R **122.6**
 HOBBS RCO 122.2
 LAS VEGAS RCO 122.6
 ROSWELL RCO **122.45**
 RUIDOSO RCO 122.25
 SANTA FE RCO 122.2
 SILVER CITY VORTAC 110.8T 122.1R
 SOCORRO VORTAC 116.8T 122.1Re
 TAOS VORTAC 117.6T 122.1R 122.25
 TRUTH OR CONSEQUENCES RCO 122.2
 TUCUMCARI RCO **122.35**
 ZUNI RCO 122.05

CEDAR CITY AFSS

ABAJO PEAK RCO 122.55
 BONNEVILLE VORTAC 112.3T 122.1R
 BRYCE CANYON RCO 122.2
 BULLFROG BASIN RCO **122.4**
 CARBON RCO 122.2
 CEDAR CITY RCO 122.2 122.6
 DELLE RCO **122.5**
 DELTA RCO 122.55
 FAIRFIELD RCO 122.25
 FRANCIS PEAK RCO 122.2
 HALLS CROSSING RCO 122.4
 HANKSVILLE RCO 122.65
 LUCIN VORTAC 113.6T 122.1R
 MILFORD VORTAC 112.1T 122.1R
 MOAB RCO 122.3
 MYTON VORTAC 112.7T 122.1R
 OGDEN RCO 122.45
 RICHFIELD RCO **122.5**
 ST GEORGE RCO 122.5
 SALT LAKE CITY RCO 122.4
 VERNAL RCO 122.35

DENVER AFSS

AKRON RCO 120.675
 ALAMOSA RCO 122.15
 BADGER MOUNTAIN RCO 122.2
 BLACK FOREST RCO 122.25
 BLUE MESA RCO 122.55
 CORTEZ RCO 122.3
 DENVER RCO 122.2 122.35 123.65
 DOVE CREEK RCO 122.5
 DURANGO RCO **122.35**
 EAGLE RCO 122.2
 FORT COLLINS-LOVELAND RCO 122.4
 GILL RCO 122.65
 GLENWOOD SPRINGS RCO 122.2
 GRAND JUNCTION RCO 122.6
 GRAND MESA RCO 122.2
 HAYDEN RCO 122.25
 KREMMLING RCO 122.3
 LA JUNTA RCO **122.6**

LAMAR VORTAC 116.9T 122.1R
LIMON RCO 122.475
MEEKER RCO 122.15
MONTROSE RCO 122.65
PUEBLO RCO 122.2
RANGELY RCO 122.65
RED TABLE MOUNTAIN RCO 122.4
RIFLE RCO 122.5
STEAMBOAT SPRINGS RCO 122.2
TELLURIDE RCO 122.15
TRINIDAD RCO 122.2

HAWTHORNE AFSS

BURBANK RCO 122.35
FILLMORE VORTAC 112.5T 122.1R
GUADALUPE VOR 111.0T 122.1R
HAWTHORNE RCO 122.2 122.5
PASO ROBLES RCO 122.4
SAN MARCUS VORTAC 114.9T 122.1R 122.3

OAKLAND AFSS

ARCATA RCO 122.6
CRESCENT CITY RCO 122.3
EUREKA RCO 122.35
GARBERVILLE RCO 122.3
MOUNTAIN VIEW RCO **122.5**
MOUNT TAMALPAIS RCO **122.35**
OAKLAND RCO 122.2 **122.5** 129.4 131.95
POINT ARENA RCO 122.6
SALINAS RCO **122.6**
UKIAH RCO **122.35**

PRESCOTT AFSS

AJO RCO 122.65
BAGDAD RCO 122.5
BISBEE RCO 122.4
BLACK METAL PEAK RCO 122.55
BUCKEYE VORTAC 110.6T 122.1R
COCHISE VORTAC 115.8T 122.1R
DOUGLAS RCO 122.6
FLAGSTAFF VOR/DME 113.85T 123.65R
GILA BEND VORTAC 116.6T 122.1R
GLOBE RCO 122.3
GRAND CANYON RCO 123.65
KAYENTA RCO 122.45
KINGMAN VOR/DME 108.8T 122.1R
MINGUS MOUNTAIN RCO **122.3**
MOUNT LEMMON RCO 122.4
NEEDLES VORTAC 115.2T 122.1R
NOGALES RCO 122.4
PAGE RCO 122.6
PEACH SPRINGS RCO 122.25
PHOENIX RCO 122.2 122.6
PRESCOTT RCO 122.2 122.4
SAFFORD RCO 122.3
ST JOHNS VORTAC 112.3T 122.1R
STANFIELD VORTAC 114.8T 122.1R
TUBA CITY VORTAC 113.5T 122.05R
TUCSON RCO 122.2
WINSLOW RCO 122.6
YUMA RCO 122.2

RANCHO MURIETA AFSS

ANGELS CAMP RCO **122.3**
ANTELOPE MOUNTAIN RCO 122.4
BAKERSFIELD RCO **122.45**
CHICO VOR/DME 109.8T 122.1R
EL NIDO VOR/DME 114.2T 122.1R
FALL RIVER MILLS RCO 122.4
FELLOWS VORTAC 117.5T 122.1R
FORT JONES VOR/DME 109.6T 122.1R

FRESNO RCO 122.2 **122.55**
GORMAN VORTAC 116.1T 122.1R
HANGTOWN VOR/DME 115.5T 122.1R
MARYSVILLE VOR/DME 110.8T 122.1R 122.6
MAXWELL VORTAC 110.0T 122.1R
MODESTO VOR/DME 114.6T 122.1R
PANOCHÉ VORTAC 112.6T 122.1R
QUINCY RCO 122.4
RANCHO MURIETA RCO 122.2
RED BLUFF RCO **122.4**
REDDING VOR/DME 108.4T 122.1R
SACRAMENTO RCO **122.05**
STOCKTON RCO 122.65
TULE PORTERVILLE VOR/DME 109.2T 122.1R
VISALIA VOR/DME 109.4T 122.1R
WEAVERVILLE RCO 122.4

RENO AFSS

BEATTY VORTAC 114.7T 122.1R
COALDALE VORTAC 117.7T 122.1R
CURRANT RCO 122.3
ELKO RCO 122.6
ELY RCO 122.2
EUREKA RCO 122.3
HAZEN VORTAC 114.1T 122.1R
JACKPOT RCO 122.5
LAS VEGAS RCO 122.4
LOVELOCK RCO 122.4
MINA VORTAC 115.1T 122.1R
MORMON MESA VORTAC 114.3T 122.1R
MOUNT LEWIS RCO **122.65**
MOUNT POTOSI RCO 122.35
RENO RCO 122.2 122.5
SOD HOUSE RCO 122.6
SQUAW VALLEY RCO 122.25
TONOPAH RCO 122.6
WELLS VOR 114.2T 122.1R
WILSON CREEK VORTAC 116.3T 122.1R
WINNEMUCCA RCO 122.3

RIVERSIDE AFSS

BARSTOW RCO 122.3
BISHOP RCO 122.6
BLYTHE RCO 122.4
DAGGETT RCO 122.2
GOFFS VORTAC 114.4T 122.05R
FURNACE CREEK RCO 122.2
HECTOR VORTAC 112.7T 122.1R
HOMELAND VOR 113.4T 122.1R
LANCASTER RCO 122.2
MAMMOTH RCO 122.15
NEEDLES RCO 122.2
PALM SPRINGS VORTAC 115.5T 122.1R
PARKER VORTAC 117.9T 122.1R
POMONA RCO 123.65
RAND MOUNTAIN RCO 122.4
RIVERSIDE RCO 122.05 122.2
SANTA ANA RCO 122.45
THERMAL RCO **122.3**
TWENTYNINE PALMS VORTAC 114.2T 122.1R

SAN DIEGO AFSS

BARD VORTAC 116.8T 122.1R
IMPERIAL VORTAC 115.9T 122.1R 122.5
JULIAN RCO 123.65
OCEANSIDE VORTAC 115.3T 122.1R
SAN DIEGO RCO 122.2 122.4
YUMA RCO 122.6

FLIGHT STANDARDS DISTRICT OFFICES (FSDO)

Below is a list of FSDO's in the area of coverage of this directory. These offices serve the aviation industry and the general public on matters relating to certification and operation of general aviation aircraft. Address letters to Manager, Flight Standards District Office—Federal Aviation Administration.

ARIZONA

17777 N. Perimeter Drive, Suite 101
Scottsdale, AZ 85255
Telephone: 480-419-0111

1250 Aviation Ave., Suite 295
San Jose, CA 95110-1130
Telephone: 408-291-7681

16501 Sherman Way, Suite 330
Van Nuys, CA 91406
Telephone: 818-904-6291

CALIFORNIA

Fresno Air Terminal
4955 E. Anderson, Suite #110
Fresno, CA 93727-1573
Telephone: 559-487-5306

COLORADO

26805 E. 68th Avenue, Suite 200
Denver, CO 80249-6361
Telephone: 303-342-1100

5001 Airport Plaza Drive, Suite #100
Long Beach, CA 90815
Telephone: 562-420-1755

NEVADA

7181 Amigo Street, Suite 180
Las Vegas, NV 89119
Telephone: 702-269-1445
Fax: 702-269-8013

2250 E. Imperial Highway, Suite #140
El Segundo, CA 90245
Telephone: 310-215-2150

1420 Harbor Bay Parkway, Suite 280
Alameda, CA 94502-7083
Telephone: 510-748-0122
Fax: 510-748-9559

4900 Energy Way
Reno, NV 89502
Telephone: 775-858-7700

6961 Flight Rd.
Riverside, CA 92504
Telephone: 951-276-6701

NEW MEXICO

1601 Randolph Road SE, Suite 200N
Albuquerque, NM 87106
Telephone: 505-764-1200
1-800-531-8999 (NM only)
1-800-531-1124

6650 Belleau Wood Lane
Sacramento, CA 95822
Telephone: 916-422-0272

8525 Gibbs Drive, Suite 120
San Diego, CA 92123
Telephone: 619-557-5281

UTAH

1020 North Flyer Way
Salt Lake City, UT 84116
Telephone: 801-257-5020

San Francisco IFO
831 Mitten Road, Room 105
Burlingame, CA 94010-1303
Telephone: 650-876-2771

San Francisco CMO
863 Mitten Road, Building B
Burlingame, CA 94010-1303
Telephone: 650-876-9013

PREFERRED IFR ROUTES

A system of preferred routes has been established to guide pilots in planning their route of flight, to minimize route changes during the operational phase of flight, and to aid in the efficient orderly management of the air traffic using federal airways. The preferred IFR routes which follow are designed to serve the needs of airspace users and to provide for a systematic flow of air traffic in the major terminal and en route flight environments. Cooperation by all pilots in filing preferred routes will result in fewer traffic delays and will better provide for efficient departure, en route and arrival air traffic service.

The following lists contain preferred IFR routes for the low altitude stratum and the high altitude stratum. The high altitude list is in two sections; the first section showing terminal to terminal routes and the second section showing single direction route segments. Also, on some high altitude routes low altitude airways are included as transition routes.

The following will explain the terms/abbreviations used in the listing:

1. Preferred routes beginning/ending with an airway number indicate that the airway essentially overlies the airport and flight are normally cleared directly on the airway.
2. Preferred IFR routes beginning/ending with a fix indicate that aircraft may be routed to/from these fixes via a Standard Instrument Departure (SID) route, radar vectors (RV), or a Standard Terminal Arrival Route (STAR).
3. Preferred IFR routes for major terminals selected are listed alphabetically under the name of the departure airport. Where several airports are in proximity they are listed under the principal airport and categorized as a metropolitan area; e.g., New York Metro Area.
4. Preferred IFR routes used in one direction only for selected segments, irrespective of point of departure or destination, are listed numerically showing the segment fixes and the direction and times effective.
5. Where more than one route is listed the routes have equal priority for use.
6. Official location identifiers are used in the route description for VOR/VORTAC nav aids.
7. Intersection names are spelled out.
8. Nav aid and distance fixes (e.g., ARD201113) have been used in the route description in an expediency and intersection names will be assigned as soon as routine processing can be accomplished. Nav aid radial (no distance stated) may be used to describe a route to intercept a specified airway (e.g., MIV MIV101 V39); another nav aid radial (e.g., UIM UIM255 GSW081); or an intersection (e.g., GSW081 FITCH).
9. Where two nav aids, an intersection and a nav aid, a nav aid and a nav aid radial and distance point, or any navigable combination of these route descriptions follow in succession, the route is direct.
10. The effective times for the routes are in UTC. During periods of daylight saving time effective times will be one hour earlier than indicated. All states observe daylight saving time except Arizona, Puerto Rico and the Virgin Islands. Pilots planning flight between the terminals or route segments listed should file for the appropriate preferred IFR route.
11. (90–170 incl) altitude flight level assignment in hundred of feet.
12. The notations "pressurized" and "unpressurized" for certain low altitude preferred routes to Kennedy Airport indicate the preferred route based on aircraft performance.
13. High Altitude Preferred IFR Routes are in effect during the following time periods unless otherwise noted.
 Sun..... 1300–2259 local time.
 Mon thru Fri 0701–2259 local time.
 Sat 0701–1459 local time.
14. Use current SIDs and STARs for flight planning.
15. For high altitude routes, the portion of the routes contained in brackets [] is suggested but optional. The portion of the route outside the brackets will likely be required by the facilities involved.

LOW ALTITUDE

Terminals	Route	Effective Times (UTC)
SAN FRANCISCO/OAKLAND METRO AREA		
From SAN FRANCISCO Area: West Bay Airports		
Los Angeles Area	(70–90–110–130–150–170) V27 VTU V299	
	SADDE V107 LAX	1400–0800
From OAKLAND Area: East Bay Airports		
Los Angeles Area	(70–90–110–130–150–170) V109 PXN V113	1400–0800
	V485 V299 SADDE V107 LAX	

HIGH ALTITUDE

Terminals	Route	Effective Times (UTC)
ALBUQUERQUE (ABQ)		
Chicago O'Hare (ORD).....	J18 GCK J96 IRK BDF-STAR	1100-0400
Houston (HOU).....	(Turbojets—non-advanced NAV only) LLO TEXNN-STAR	
	(Turbojets—DME/DME/IRU or GPS) LLO COACH (RNAV)—STAR	
Houston (IAH)	(DME/DME/IRU or GPS) LLO BAZBL (RNAV)— STAR	
	LLO RIICE-STAR.....	
ASPEN (ASE)		
Cleveland Metro Area (CLE) (CGF) (BKL) (LNN) (LPR)	OBK CRL HIMEZ-STAR	
BURBANK (BUR)		
Chicago O'Hare (ORD).....	(all B747, B767, B727, DC10, DC87, L1011) DAG LAS BCE MTU OCS J94 ONL J148 MCW JVL-STAR	0000-2359
	or (all other jets) DAG EED DRK J96 IRK BDF-STAR ..	0000-2359
Detroit Metro-Wayne Co (DTW)	[BUR OBH] OBH J100 DBQ BAE MKG POLAR-STAR	
Detroit Metro Area (PTK), (YIP), (ARB) (DET), (CYQG)	[BUR OBH] OBH J100 DBQ BAE MKG LAN SPRTN-STAR	1100-0300
DENVER (DEN)		
Boca Raton (BCT).....	[DEN ONL] (Turbojets—GPS or DME/DME-IRU equipped) RZC MEM VUZ MGM SZW PRRIE (RNAV)—STAR	
Boston (BOS).....	[DEN ONL] J94 DBQ BAE J16 ALB GDM-STAR	
Chicago O'Hare (ORD).....	[DEN ONL] MCW JVL-STAR	
Cleveland Metro Area (CLE) (CGF) (BKL) (LNN) (LPR)	OBK CRL HIMEZ-STAR	
Dallas/Fort Worth (DFW)	J17 AMA J58 SPS UKW	
Detroit Metro-Wayne Co (DTW)	[DEN OBH] J100 DBQ BAE MKG POLAR-STAR	
Fort Lauderdale (FLL)	(all others) [DEN ICT] RZC VUZ MGM SZW J41 PIE FORTL-STAR.....	
	or (GPS or DME/DME-IRU equipped) [DEN ICT] RCZ VUZ MGM SZW JINGL (RNAV)—STAR	
Ft Myers (RSW)	TTT J58 HRV Q105 BLVNS Q102 BAGGS TYNEE (RNAV)—STAR	
Houston (HOU).....	(Turbojets) PNH MQP ELLVR TEXNN-STAR	
Houston (IAH)	PNH MQP RIICE-STAR.....	
Kennedy (JFK).....	[DEN ONL] J94 OBK J584 CRL J554 JHW J70 LVZ LENDY-STAR	
Miami (MIA)	(all others) [DEN ICT] RZC VUZ MGM SZW J41 PIE CYY-STAR.....	
	or (Turbojets—GPS or DME/DME-IRU equipped) [DEN ICT] ICT RZC VUZ MGM SZW SSCOT (RNAV)—STAR	
Newark (EWR)	IOW GIJ J554 CRL J584 SLT FQM-STAR	
Orlando Intl (MCO).....	[DEN ICT] RZC MEM J41 PIE LAL	1100-0400
	or (GPS or DME/DME-IRU equipped) ICT RZC MEM J41 PIE COSTR (RNAV)—STAR	1100-0400
Palm Beach (PBI)	[DEN ICT] (Turbojets—GPS or DME/DME-IRU equipped) RZC MEM VUZ MGM SZW WLACE (RNAV)—STAR	
	or [DEN ICT] (Turbojets—GPS or DME/DME-IRU equipped) RZC MEM VUZ MGM SZW CTY WLACE (RNAV) -STAR	
Pittsburgh (PIT)	[DEN JOT] JOT J146 J34 DJB V30 ACO V337 CUTTA	1500-0100
Sarasota/Bradenton (SRQ).....	DFW J58 COVIA SRQ-STAR.....	
Tampa (TPA)	[DEN ICT] RZC VUZ MGM SZW DARBS-STAR	

Terminals	Route	Effective Times (UTC)
	or [DEN ICT optional] (GPS or DME/DME-IRU equipped) ICT RZC VUZ MGM SZW FOXX (RNAV)-STAR	
West Palm Beach (PBI)	[DEN ICT] (Turbojets-GPS or DME/DME-IRU equipped) RZC MEM VUZ MGM SZW WLACE (RNAV)-STAR	
	or [DEN ICT] (Turbojets-GPS or DME/DME-IRU equipped) RZC MEM VUZ MGM SZW CTY GULLO (RNAV)-STAR	
FRESNO (FAT)		
Denver	OAL J148 DTA J84 EKR TOMSN-STAR.....	1400-0000
LAS VEGAS (LAS)		
Chicago O'Hare (ORD).....	(FL240 and above, All) BCE MTU OCS J94 ONL J94 DBQ JVL JVL-STAR	0000-2359
Cleveland Metro Area (CLE) (CGF) (BKL) (LNN) (LPR)	OBK CRL HIMEZ-STAR	
Detroit/Wayne Co (DTW)	BAE MKG POLAR-STAR	
	or PXV VHP FWA MIZAR-STAR	
Houston (HOU).....	(Turbojets) LLO TEXNN-STAR	
	or FST SAT LISSE-STAR	
Houston (IAH)	(Non-advanced NAV only) LLO RIICE-STAR	
	or (Non-advanced NAV only at or above FL240) FST SAT CARNE-STAR.....	
	or (DME/DME/IRU or GPS) LLO BAZBL (RNAV)-STAR	
	or FST SAT SEEDS HAMM (RNAV)-STAR	
LONG BEACH (LGB)		
Dallas/Fort Worth (DFW)	TRM J169 TFD J50 SSO J4 INK JEN	1400-2300
Detroit Metro-Wayne Co (DTW)	J100 DBQ BAE MKG POLAR-STAR	
Detroit Metro Area (PTK), (YIP), (ARB) (DET), (CYQG)	J100 DBQ BAE MKG LAN SPRTN-STAR	1100-0300
Portland, OR (PDX)	EHF J65 RBL	1300-0600
Seattle/Tacoma (SEA)	EHF CZQ LIN.....	1300-0500
LOS ANGELES (LAX)		
Boston (BOS).....	J9 MLF J107 OCS J94 DBQ BAE J16 ALB GDM-STAR.....	
	or J9 MLF J107 DDY J158 ABR J70 GEP J106 GRB J38 ECK J16 ALB GDM-STAR.....	
Chicago O'Hare (ORD).....	(all B747, B767, B727, DC10, DC87, L1011) DAG LAS BCE MTU OCS J94 ONL J148 MCW JVL-STAR	1100-0300
	or (all other jets) TRM J78 DRK J96 IRK BDF-STAR	1100-0300
Cleveland Metro Area (CLE) (CGF) (BKL) (LNN) (LPR)	OBK CRL HIMEZ-STAR.....	
Detroit Metro-Wayne (DTW)	BAE MKG POLAR-STAR	
	or PXV VHP FWA MIZAR-STAR.....	
Detroit Metro Area (PTK), (YIP), (ARB) (DET), (CYQG)	J100 DBQ BAE MKG LAN SPRTN-STAR	1100-0300
Houston (HOU).....	FST J138 SAT LISSE-STAR	
Houston (IAH)	(Non-advanced NAV only at or above FL240) FST J138 SAT CARNE-STAR.....	
	(DME/DME/IRU or GPS) FST J138 SAT SEEDS HAMMU (RNAV)-STAR.....	
Kennedy (JFK).....	DAG J100 OBK J584 CRL J554 JHW J70 LVZ LENDY-STAR	
	or	

Terminals	Route	Effective Times (UTC)
	J146 DVC J197 GLD J146 GIJ J554 JHW J70 LVZ LENDY-STAR	0000-1400
	or	
	DAG J100 OBK J584 CRL J554 JHW J70 LVZ LENDY-STAR	1700-2359
Newark (EWR)	DAG J100 OBH J10 IOW J60 JOT J146 GIJ J554 CRL J584 SLT FQM-STAR.....	1700-1759 and 2100-2159
Pittsburgh (PIT)	JOT J146 J34 DJB V30 ACO V337 CUTTA	1300-0100
	or	
	J146 DVC J197 GLD J192 IOW J146 J34 DJB V30 ACO V337 CUTTA	
Portland, OR (PDX)	EHF J65 RBL	1300-0600
Seattle/Tacoma (SEA)	EHF CZQ LIN	1300-0500
MONTEREY (MRY)		
Denver (DEN)	OAL J148 DTA J84 EKR TOMSN-STAR.....	1400-0000
OAKLAND (OAK)		
Chicago O'Hare (ORD).....	(FL240 and above, Jets) to join ONL J94 DBQ JVL JVL-STAR	0000-2359
Denver (DEN)	J84 EKR TOMSN-STAR	1400-0000
	or	
	FMG J94 BAM J154 TCH J56 CHE TOMSN-STAR ..	1400-0000
Detroit Metro-Wayne Co (DTW).....	SAC FMG J94 DBQ BAE MKG POLAR-STAR	
Detroit Metro Area (PTK), (YIP), (ARB) (DET), (CYQG)	SAC FMG J94 DBQ BAE MKG LAN SPRTN-STAR ...	1400-0400
Houston (HOU).....	(Turbojets) PNH MQP ELLVR TEXNN-STAR	
Houston (IAH)	(Non-advanced NAV only) PNH MQP RIICE-STAR ..	
	or	
	(DME/DME/IRU or GPS) PNH MQP BAZBL (RNAV)-STAR	
Newark (EWR)	SAC FMG J94 OBK J584 SLT FQM-STAR	0000-2359
	or	
	FMG J94 OBK J584 CRL J584 SLT FQM-STAR	
Phoenix (PHX)	OAL J92 DRK	1600-0500
ONTARIO (ONT)		
Chicago O'Hare (ORD).....	(FL240 and above, All DC8, B747, B767, B727, DC10, L1011) DAG LAS BCE MTU OCS J94 ONL J94 DBQ JVL JVL-STAR	0000-2359
	or	
	(FL240 and above, All others) TRM J78 DRK J96 IRK BDF3	0000-2359
Dallas/Fort Worth (DFW)	TRM J169 TFD J50 SSO J4 INK JEN	1400-2300
Detroit Metro-Wayne Co (DTW)	DAG OBH J100 DBQ BAE MKG POLAR-STAR	
Detroit Metro Area (PTK), (YIP), (ARB) (DET), (CYQG)	OBH J100 DBQ BAE MKG LAN SPRTN-STAR	1100-0300
Houston (HOU).....	FST J138 SAT LISSE-STAR.....	
Houston (IAH)	FST J138 SAT GLAND-STAR	
Kennedy (JFK)	DAG J100 OBK J584 CRL J554 JHW J70 LVZ LENDY-STAR	1400-2200
Pittsburgh (PIT)	DAG J146 DVC J197 GLD J192 IOW J146 J34 DJB V30 ACO V337 CUTTA	1300-0100
Portland (PDX)	EHF J65 RBL	1300-0600
Seattle/Tacoma (SEA)	EHF CZQ LIN	1300-0500
Vancouver (CYVR).....	EHF CZQ LIN	1800-2100 and 2330-0200
PALM SPRINGS (PSP)		
Chicago O'Hare (ORD).....	(FL240 and above, All DC8, B747, B767, B727, DC10, L1011) join ONL J94 DBQ JVL JVL-STAR or (FL240 and above, All others) join DRK J96 IRK J26 BDF V10 PLANO	0000-2359
PHOENIX (PHX)		
Chicago O'Hare (ORD).....	J18 SLN J96 IRK BDF-STAR	0000-2359
Cleveland Metro Area (CLE) (CGF) (BKL) (LNN) (LPR)	OBK CRL HIMEZ-STAR	
Dallas/Fort Worth (DFW)	CIE J2 ELP J50 INK JEN	1400-2300
Detroit Metro-Wayne (DTW)	BAE MKG POLAR-STAR	
	or	

354		PREFERRED IFR ROUTES	
Terminals	Route	Effective Times (UTC)	
	PXV VHP FWA MIZAR-STAR		
Detroit Metro Area (PTK), (YIP), (ARB) (DET), (CYQG)	PAYSO GUP J102 ALS J13 FQF J128 DBQ BAE		
	MKG LAN SPRTN-STAR	1100-0300	
	FST J138 SAT LISSE-STAR		
	(Non-advanced NAV only) FST J138 SAT		
Houston (HOU)	CARNE-STAR		
Houston (IAH)	or		
	(DME/DME/IRU or GPS) FST J138 SAT SEEDS		
	HAMMU (RNAV)-STAR		
Kennedy (JFK)	J18 GCK HYS PWE J192 IOW J60 JOT J146 GIJ		
	J554 JHW J70 LVZ LENDY-STAR	0000-1429	
	or		
	GUP J102 ALS PUB GLD J146 GIJ J554 JHW J70		
	LVZ LENDY-STAR	0000-1429	
	or		
	GUP J102 ALS PUB GLD J197 OBH J100 OBK		
	J584 CRL J554 JHW J70 LVZ LENDY-STAR	1430-2359	
Newark (EWR)	J18 GCK HYS PWE J192 IOW J60 JOT J146 GIJ		
	J554 CRL J584 FQM-STAR		
	or		
	GUP J102 ALS PUB GLD J146 GIJ J554 CRL J584		
	FQM-STAR	0000-1459	
Oakland (OAK)	J92 OAL ECA V195	1600-0500	
San Francisco (SFO)	J92 OAL MOD	1600-0500	
San Jose (SJC)	J92 OAL HYP	1600-0500	
RENO (RNO)			
Chicago O'Hare (ORD)	J32 CZI J82 FSD J16 MCW JVL-STAR	0000-2359	
Denver (DEN)	MVA EKR TOMSN-STAR	1400-0000	
	or		
	FMG J94 BAM J154 TCH J56 CHE TOMSN-STAR ..	1400-0000	
SACRAMENTO (SAC)			
Chicago O'Hare (ORD)	(FL240 and above, Jets) to join ONL J94 DBQ JVL		
	JVL-STAR	0000-2359	
Denver (DEN)	J84 EKR TOMSN-STAR	1400-0000	
	or		
	FMG J94 BAM J154 TCH J56 CHE TOMSN-STAR ..	1400-0000	
Phoenix (PHX)	OAL J92 DRK		
SALT LAKE CITY (SLC)			
Boston (BOS)	TCH MCW J16 ECK BUF J16 ALB GDM		
	GDM-STAR		
	or		
	OCS J107 DDY J158 ABR J70 GEP J106 GRB J38		
	ECK J16 ALB GDM-STAR		
	or		
	OCS J94 DBQ BAE J16 ALB GDM-STAR		
Chicago O'Hare (ORD)	(FL240 and above, All) OCS J94 ONL J94 DBQ JVL		
	JVL-STAR	0000-2359	
Houston (HOU)	(Turbojets-Non-advanced NAV only) PNH MQP		
	ELLVR TEXNN-STAR		
	or		
	(Turbojets—DME/DME/IRU or GPS) PNH MQP		
	ELLVR COACH (RNAV)-STAR		
Houston (IAH)	PNH MQP RIICE-STAR		
	or		
	(DME/DME/IRU or GPS) PNH MQP BAZBL		
	(RNAV)-STAR		
Kennedy (JFK)	OCS J94 OBK J584 CRL J554 JHW J70 LVZ		
	LENDY-STAR	0700-2359	
SAN DIEGO (SAN)			
Chicago O'Hare (ORD)	IPL J18 SLN J96 IRK BDF-STAR	0000-2359	
Cleveland Metro Area (CLE) (CGF) (BKL) (LNN) (LPR)	OBK CRL HIMEZ-STAR		
Dallas/Fort Worth (DFW)	IPL J18 GBN J50 SSO J4 INK JEN	1400-2300	
Detroit/Wayne (DFW)	BAE MKG POLAR-STAR		
	or		

Terminals	Route	Effective Times (UTC)
Houston (HOU).....	PXV VHP FWA MIZAR-STAR.....	
Houston (IAH)	FST J138 SAT LISSE-STAR..... (Non-advanced NAV only at or above FL240) FST J138 SAT CARNE-STAR..... or (DME/DME/IRU or GPS) FST J138 SAT SEEDS HAMMU (RNAV)-STAR.....	
Kennedy (JFK)	IPL J18 PXR J102 ALS PUB GLD J197 OBH J100 OBK J584 CRL J554 JHW J70 LVZ LENDY-STAR.....	1430-2359
Pittsburgh (PIT)	JOT J146 J34 DJB V30 ACO V337 CUTTA	1300-0100
	or DVC J197 GLD J192 IOW J146 J34 DJB V30 ACO V337 CUTTA	
Portland (PDX)	EHF J65 RBL J1	1300-0600
Seattle/Tacoma (SEA)	EHF CZQ LIN J189 BTG OLM-STAR.....	1300-0500
Vancouver (CYVR).....	EHF CZQ LIN J189 LMT J65 SEA PAE ACORD-STAR.....	1800-2100 and 2330-0200
SAN FRANCISCO (SFO)		
Boston (BOS).....	FMG J94 DBQ BAE J16 ALB GDM-STAR	
Chicago O'Hare (ORD).....	FMG J32 CZI J82 FSD J16 MCW JVL-STAR	1500-0400
Cleveland Metro Area (CLE) (CGF) (BKL) (LNN) (LPR)	OBK CRL HIMEZ-STAR	
Denver (DEN)	J84 EKR TOMSN-STAR	1400-0000
	or FMG J94 BAM J154 TCH J56 CHE TOMSN-STAR ..	1400-0000
Detroit Metro-Wayne (DTW)	PXV VHP FWA MIZAR-STAR..... or BAE MKG POLAR-STAR	
Detroit Metro Area (PTK), (YIP), (ARB) (DET), (CYQG)	SAC FMG J94 DBQ BAE MKG LAN SPRTN-STAR	1400-0400
Houston (HOU).....	(Turbojets) PNH MQP ELLVR TEXNN-STAR	
Houston (IAH)	(Non-advanced NAV only) PNH MQP RIICE-STAR .. or (DME/DME/IRU or GPS) PHN MQP BAZBL (RNAV)-STAR.....	
Kennedy (JFK)	FMG J94 OBK J584 CRL J554 JHW J70 LVZ LENDY-STAR.....	0000-2359
Newark (EWR)	FMG J94 OBK J584 SLT FQM-STAR	0000-2359
Phoenix (PHX)	OAL J92 DRK.....	1600-0500
Pittsburgh (PIT)	FMG J94 BFF OBH DSM IOW J60 JOT J146 J34 DJB V30 ACO V337 CUTTA	1300-0100
Toronto (CYYZ).....	FMG J32 ABR J70 GEP J106 GRB J38 ECK YWT-STAR	
SAN JOSE (SJC)		
Chicago O'Hare (ORD).....	(FL240 and above, All) J32 BAM J94 DBQ JVL JVL-STAR.....	0000-2359
Denver (DEN)	J84 EKR TOMSN-STAR	1400-0000
Houston (HOU).....	(Turbojets (Non-advanced NAV only)) LLO TEXNN-STAR	
Houston (IAH)	LLO RIICE-STAR..... or (DME/DME/IRU or GPS) LLO BAZBL (RNAV)-STAR.....	
Phoenix (PHX)	OAL J92 DRK.....	1600-0500
SANTA ANA (SNA)		
Chicago O'Hare (ORD).....	TRM J78 DRK J96 IRK J26 BDF V10 PLANO	
Dallas/Fort Worth (DFW)	TRM J169 TFD J50 SSO J4 INK JEN	1400-2300
Detroit Metro-Wayne Co (DTW)	TRM PKE J96 DRK FLG J10 FQF J128 DBQ BAE MKG POLAR-STAR.....	1100-0300
Portland (PDX)	EHF J65 RBL J1 OED	1300-0600
Seattle/Tacoma (SEA)	EHF CZQ LIN J189 LMT	1300-0500
TUCSON (TUS)		
Cleveland Metro Area (CLE) (CGF) (BKL) (LNN) (LPR)	OBK CRL HIMEZ-STAR	
Houston (HOU).....	FST J138 SAT LISSE-STAR.....	
Houston (IAH)	FST J138 SAT CARNE-STAR	

SPECIAL HIGH ALTITUDE ARRIVAL ROUTES FOR DENVER TERMINAL AREA

SOUTHEAST

Denver over LAA QUAIL-STAR

SOUTH

Denver over TBE J171 TODDE QUAIL-STAR

..... over ALS LARKS-STAR

..... over HBU POWDR-STAR

SOUTHWEST

Denver over DVC J146 HBU POWDR-STAR

..... over TBC ABOTS LARKS-STAR

..... or

..... over TBC J128 HBU POWDR-STAR.....

..... over FMN LARKS-STAR

..... over ALS LARKS-STAR

WEST

Denver over EKR TOMSN-STAR.....

..... over TCH J56 CHE TOMSN-STAR.....

..... over OCS J154 ALPOE RAMMS-STAR.....

NORTHWEST

Denver over MBW RAMMS-STAR.....

NORTH

Denver over BFF LANDR-STAR

NORTHEAST

Denver over ONL J114 SNY LANDR-STAR.....

..... over OBH J10 LBF SAYGE-STAR

EAST

Denver over OBH J10 LBF SAYGE-STAR

..... over GCK J154 RYLIE DANDD-STAR

SPECIAL HIGH ALTITUDE ARRIVAL ROUTES FOR SALT LAKE CITY TERMINAL AREA

SOUTHEAST

Salt Lake City	over JNC J12 HELPR SPANE-STAR.....
.....	over EKR MTU SPANE-STAR

SOUTH

Salt Lake City	over BCE DTA-TCH
.....	over MLF DTA-TCH

WEST

Salt Lake City	over BVL BVL-STAR
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NORTHWEST

Salt Lake City	over BYI BEARR-STAR.....
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NORTH

Salt Lake City	over PIH BEARR-STAR
.....	over DBS BRIGHAM CITY-STAR

NORTHEAST

Salt Lake City	over JAC BRIGHAM CITY-STAR
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EAST

Salt Lake City	over OCS BRIGHAM CITY-STAR
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SPECIAL HIGH ALTITUDE DIRECTIONAL ROUTES

Terminals	Route	Effective Times (UTC)
Traffic overflying Salt Lake Center, westbound south of a line from Rock Springs VORTAC (OCS) to Mina VORTAC (MVA):		
Salt Lake City (ZLC).....	TATOO DOUGLE MADWIN-STAR.....	
	or	
	RUMPS OAL MODESTO-STAR	
	or	
	TPH CANDA HYPER (RNAV)-STAR	

Traffic overflying Salt Lake Center, westbound north of a line from Rock Springs VORTAC (OCS) to Mina VORTAC (MVA):

Salt Lake City (ZLC)	FMG RAIDR (RNAV)–STAR
	or
	FMG ILA PYE GOLDEN GATE–STAR
	or
	FMG HYPER (RNAV)–STAR

Transcon flights overflying Salt Lake City Center, westbound south of Wasatch VORTAC (TCH):

Salt Lake City (ZLC)	DTA TATOO DUGLE MADWIN–STAR
Salt Lake City (ZLC)	DTA RUMPS OAL MODESTO–STAR
Salt Lake City (ZLC)	ILC TATOO DUGLE MADWIN–STAR
Salt Lake City (ZLC)	ILC RUMPS OAL MODESTO–STAR

Transcon flights overflying Salt Lake City Center, westbound Wasatch VORTAC (TCH) or north of (TCH):

Salt Lake City (ZLC)	FMG RAIDR (RNAV)–STAR
Salt Lake City (ZLC)	FMG ILA PYE GOLDEN GATE–STAR

Traffic departing Salt Lake City Center, westbound south of Wasatch VORTAC (TCH):

Salt Lake City (ZLC)	TPH CANDA EL NIDO–STAR
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Traffic departing Salt Lake City Center, westbound from or north of Wasatch VORTAC (TCH):

Salt Lake City (ZLC)	FMG EL NIDO–STAR
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HIGH ALTITUDE—SINGLE DIRECTION ROUTES

Airway	Segment Fixes	Direction Effective	Effective Times (UTC)
J110	Farmington, NM to Boulder City, NV	West	1500–0300

Q-ROUTES REGULATORY

Q1, Q3, Q5, Q7, Q9 and Q11 are preferred single direction (Southbound) Q routes; flight planning Northbound not authorized.

Q routes are RNAV routes that require the use of GNSS or DME/DME/IRU RNAV, unless otherwise indicated. Please note that this section does not apply to Q routes in the Gulf of Mexico. Gulf of Mexico Q routes are explained in the Southeast and South Central A/FD volumes. Q routes listed in this A/FD volume have at least part of one of their leg segments within this volume's area of coverage.

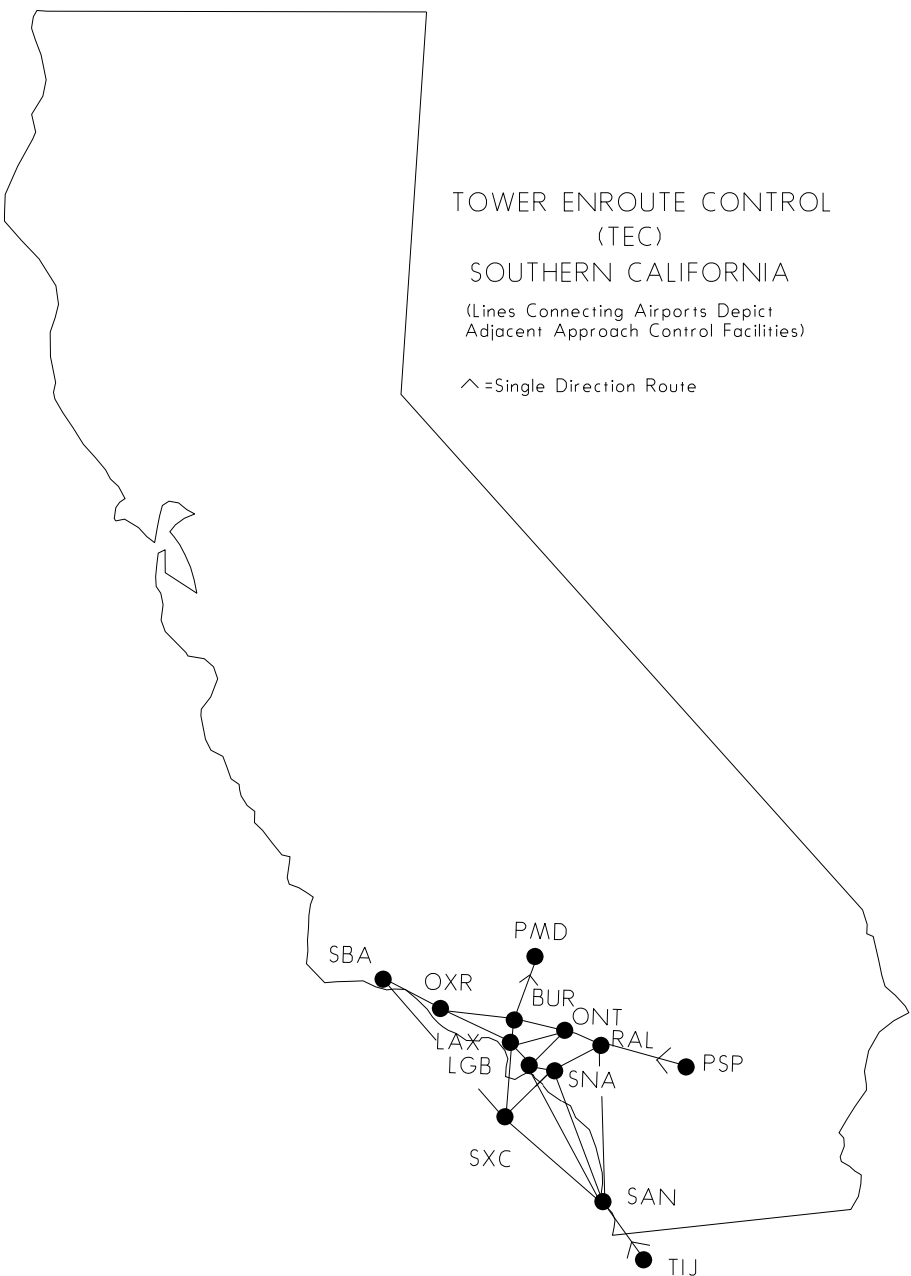
GNSS and DME/DME/IRU RNAV operations are authorized along Q routes at FL 180 and above. GNSS and DME/DME/IRU RNAV MEAs will only be published if above FL 180.

DME facilities that have been assessed for RNAV operations are listed below. Q routes with no DME facilities listed are limited to GNSS RNAV operations only. Those routes will have an enroute chart note "GNSS REQUIRED".

Route	Segment	DME
Q1	ELMAA-ERAVE	BTG, OLM, HQM, HUH, UBG
	ERAVE-EASON	BTG, OLM, HQM, HUH, LTJ, CVO, DSD, OED, UBG, ONP, EUG
	EASON-EBINY	CVO, DSD, OED, BTG, UBG, ONP, EUG, LMT
	EBINY-ENVIE	CVO, OED, EUG, LMT, RBL, ENI, ONP, FJS
	ENVIE-ETCHY	OED, PYE, OAK, LIN, ECA, LMT, RBL, ENI, SAC, FJS
	ETCHY-POINT REYES	LIN, ECA, RBL, ENI, SAC, OAK
Q2	BOILE-HEDVI	HEC, PDZ, OCN, PMD, LAX, RZS, IPL, TRM, PKE, BLH, EED, BZA, GBN, PXR
	HEDVI-HOBOL	BZA, GBN, BLH, EED, PXR, IPL, TFD, DRK, TUS
	HOBOL-ITUCO	TFD, GBN, BLH, PXR, TUS, CIE, SSO
	ITUCO-NEWMAN	EWM, TFD, PXR, CIE, SSO, TUS, TCS
Q3	FEPOT-FAMUK	OLM, TOU, HQM, CVO, BTG, DSD, LTJ, UBG, ONP, EUG
	FAMUK-FRFLY	BTG, DSD, OED, CVO, EUG, ONP, UBG, RBL, LMT
	FRFLY-FINER	OED, EUG, RBL, LMT, ENI, CVO, FJS
	FINER-FOWND	OED, PYE, ECA, LIN, OAK, ENI, RBL, LMT, SAC, FJS
	FOWND-POINT REYES	LIN, ECA, PYE, RBL, SAC, ENI
Q4	BOILE-HEDVI	HEC, PDZ, OCN, PMD, LAX, RZS, IPL, TRM, PKE, BLH, EED, BZA, GBN, PXR
	HEDVI-SCOLE	EED, BLH, BZA, GBN, TRM, IPL, TFD
	SCOLE-SPTFR	EED, BLH, BZA, GBN, TRM, IPL, TFD
	SPTFR-ZEBOL	EED, IPL, BZA, GBN, TFD, PXR, BLH
	ZEBOL-SKTR	PXR, BLH, BZA, GBN, TFD, TUS, SSO, CIE, SVC, TCS
	SKTR-EL PASO	EWM, CUS, SVC, TCS, SSO, CIE, ELP, DMN, CME
Q5	HAROB-HISKU	OLM, ONP, CVO, EUG, HQM, UBG, BTG, LTJ, DSD, HUH
	HISKU-HARPR	ONP, CVO, EUG, LTJ, DSD, UBG, BTG, RBL, OED, LMT, FJS, LKV
	HARPR-HOMEG	CVO, EUG, OED, RBL, LMT, ENI, FJS, LKV
	HOMEG-HUPTU	SAC, PYE, LIN, OAK, ECA, LMT, RBL, ENI, OED, FJS
	HUPTU-STIKM	OAK, ECA, PYE, LIN, SAC, ENI, RBL
Q7	JINMO-JOGEN	CVO, HQM, LTJ, UBG, BTG, ONP, IMB, EUG, OLM, DSD, YKM, PDT, SEA
	JOGEN-JUNEJ	LTJ, IMB, UBG, EUG, CVO, RBL, LMT, FMG, DSD, LKV, OED, BTG
	JUNEJ-JAGWA	RBL, LMT, FMG, LIN, SAC, ECA, ENI, MOD, SWR, OAK, LKV, CZQ, AVE, SNS
	JAGWA-AVENAL	OAK, MOD, ECA, EHF, PRB, AVE, SNS, CZQ
Q9	SUMMA-SMIGE	OLM, UBG, SEA, YKM, BTG, ONP, IMB, HQM, PDT, EUG, LTJ, CVO, DSD, OED, EPH, MWH
	SMIGE-SUNBE	IMB, UBG, EUG, IMB, RBL, LMT, FMG, SAC, OED, CVO, LKV, DSD, BTG
	SUNBE-REBRG	RBL, LMT, FMG, SAC, ECA, MVA, CZQ, OAK, EHF, PMD, LKV, LIN, MOD, AVE, OED, SWR
	REBRG-DERBB	CZQ, PMD, EHF, LAX, RZS, AVE, MOD, ECA
Q11	PAAGE-PAWLI	EPH, UBG, CVO, EUG, HQM, YKM, OLM, PDT, BTG, ONP, IMB, LTJ, DSD, LKV, OED, SEA
	PAWLI-PITVE	EUG, FMG, SAC, IMB, LKV, OED, DSD, RBL, LMT, CVO, REO
	PITVE-PUSHH	FMG, SAC, LIN, SWR, MOD, OAL, RBL, LKV, LMT, MVA, CZQ
	PUSHH-LOS ANGELES	SAC, ECA, FMG, LIN, OAL, MOD, EHF, LAX, PMD, PDZ, HEC, OCN, CZQ, AVE, RZS
Q13	All segments	None; GNSS required
Q15	All segments	None; GNSS required
Q19	PLESS-NASHVILLE	ENL, GQO, PXV, BNA, IIU, FAM, BWG, CSX
Q20	CORONA-HONDS	CNX, ABQ, ACH, ONM, TXO, LVS, TCC, CME
	HONDS-UNNOS	CNX, INK, CME, TXO, TCC
	UNNOS-FUSCO	FST, ACH, INK, CME, SJT, TXO, TCC
	FUSCO-JUNCTION	ABI, CWK, CSI, INK, LZZ, JCT, SJT, STV, FST
Q21	JONEZ-RAZORBACK	BYP, EOS, TUL, TXK, ADM, RZC, OKM
Q22	GUSTI-OYSTY	AEX, DAS, MCB, LLA, BTR, LCH, HRV, LFT, LEV
	OYSTY-ACMES	RQR, GCV, MCB, BTR, PCU, GPT, HRV, LEV, SJI
	ACMES-CATLN	SJI, MGM, MCB, BFM, GPT, GCV, HRV, CEW, MVC, PCU, MEI
Q23	FORT SMITH-RAZORBACK	OKM, RZC, EOS, TUL

360	Q-ROUTES	
Route	Segment	DME
Q24	LAKE CHARLES–BATON ROUGE	AEX, DAS, LCH, MCB, LFT, BTR
	BATON ROUGE–IRUBE IRUBE–PAYTN	AEX, LEV, MCB, LCH, RQR, HRV, BTR, GCV, MCB, PCU, SJI, LBY GCV, MCB, JYU, PCU, MEI, HRV, CEW, SJI
Q25	MEEOW–WALNUT RIDGE WALNUT RIDGE–WLSUN	ELD, MEM, LIT, FAM, RZC MEM, STL, BWG, PXV, ENL, FAM, ARG, BNA, CSX, TTH
	WLSUN–POCKET CITY	BWG, PXV, ENL, BNA, TTH
Q26	WALNUT RIDGE–DEVAC	LIT, JKS, GQO, MEM, BNA, FAM, ARG, DYR, VUZ, RMG
Q27	FORT SMITH–ZALDA	OKM, SGF, RZC, EOS, TUL
Q28	GRAZN–PYRMD PYRMD–HAKAT	EIC, LIT, ELD, OKM, TXK ARG, LIT, FAM, ELD, SGF, RZC, MEM, TXK
	HAKAT–ESTEE	ARG, LIT, FAM, SGF, MEM
Q29	ESTEE–POCKET CITY HARES–MEMPHIS	ARG, CSX, FAM, PXV, ENL, MEM, STL, BWG, TTH, BNA MEM, ARG, LIT, JAN, ELD, SQS
	MEMPHIS–SIDAE SIDAE–POCKET CITY	MEM, PXV, BNA, BWG, ARG, ENL PXV, TTH, BWG, ENL
Q30	SIDON–VULCAN	GLH, MEM, VUZ, JAN, JYU, MEI, MGM, SQS, RMG
Q31	DHART–JODOX JODOX–MARVELL	SQS, LIT, TXK SQS, LIT, ELD, MEM, ARG
	MARVELL–TIIDE	ARG, BWG, PXV, FAM, LIT, MEM, ENL, TTH
Q32	TIIDE–POCKET CITY EL DORADO–GAGLE	BWG, PXV, ENL, TTH AEX, JAN, MEM, SQS, SWB, ELD, LIT, TXK
	GAGLE–GRAMM GRAMM–NASHVILLE	JAN, SQS, MEM, ARG, VUZ, BNA, LIT BWG, MEM, VUZ, BNA, GQO
Q33	NASHVILLE–SWAPP DHART–LITTLE ROCK	BWG, IIU, PXV, VXV, BNA, GQO AEX, ELD, LIT, TXK, SWB, ARG, MEM, SQS
	LITTLE ROCK–PROWL	ELD, SGF, FAM, LIT, ARG, MEM, RZC, CSX, STL
Q34	TEXARKANA–MATIE MATIE–MEMPHIS	LIT, SWB, TXK, BYP, EIC, ELD, SQS LIT, ARG, MEM, ELD, SQS
	MEMPHIS–SWAPP	BWG, ARG, MEM, MKL, SQS, PXV, BNA, GQO, IIU, VXV
Q35	KIMBERLY–NEERO NEERO–WINEN	LTJ, PDT, DSD, IMB, LKV, BOI, REO, BAM, SDO BQU, SDO, BAM, REO, BVL, ILC, DTA, ELY, CDC, MLF, BCE
	WINEN–CORKR CORKR–DRAKE	CDC, BCE, BLD, ILC, MLF, TBC, PGS, INW, DRK TBC, BCE, BLD, DRK, PGS, FLG, GCN, INW, TFD
Q36	RAZORBACK–TWITS TWITS–DEPEC	RZC, MEM, SGF, BUM, TUL, EOS, FAM, ARG, LIT MEM, GQO, BNA, BWG, FAM, ARG, PXV, IIU
	DEPEC–NASHVILLE	GQO, BWG, BNA, PXV, IIU
Q38	NASHVILLE–SWAPP ROKIT–INCIN	VXV, BWG, BNA, GQO, PXV, IIU DAS, LCH, SWB, IAH, LFK, HUB, AEX
	INCIN–LAREY	JAN, MCB, SWB, AEX
Q40	LAREY–BESOM ALEXANDRIA–DOOMS	JAN, JYU, MEI, SQS, VUZ AEX, SWB, LCH, JAN, HEZ, MCB
	DOOMS–WINAP WINAP–MISLE	JAN, SQS, MEI, MCB MEI, VUZ, JYU
Q42	KIRKSVILLE–STRUK STRUK–DANVILLE	CID, IOW, UIN, LMN, IRK, BDF, STL, DEC, ENL, CSX ENL, IOW, UIN, BDF, DEC, STL, CSX, SPI, TTH, BVT, JOT, VHP, OXI, ENL, OKK, OBK, GIJ, FWA, GSH, IRK
	DANVILLE–MUNCIE MUNCIE–HIDON	GIJ, SPI, BDF, OBK, OKK, VHP, BVT, DEC, GSH, FWA, JOT, TTH, OXI, ROD, FLM FLM, VHP, GSH, TTH, GIJ, OKK, FWA, ROD, OXI, CRL, GSH, APE, DJB, DXO, HNN
		AIR, HVQ, CXR, EWC AIR, APE, HNN, CXR, HVQ, EWC, DJB
	HIDON–BUBAA BUBAA–PSYKO	AIR, APE, DJB, CXR, HNN, EWC, SLT, CSN, JHW, ETG, PSB PSB, JHW, EWC, AIR, ETG, CSN, EMI, SLT
	PSYKO–BRNAN BRNAN–MAALS	EMI, SLT, CSN, EWC, PSB, ETG, SAX, RBV, HNK, HUO, SIE ETG, EMI, CSN, HUO, SIE, JFK, PSB, SLT, HNK
	MAALS–SUZIE SUZIE–EAST TEXAS	JFK, EMI, PSB, SLT, HNK, SIE, RBV, SAX, HUO, CYN HUO, RBV, EMI, CYN, SAX, JFK, PSB, HNK
Q104	EAST TEXAS–ELIOT DEFUN–HEVVN	PIE, PZD, CRG, SZW, TAY, JYU, CEW, MGM, OTK, CRG PIE, ORL, OMN, SRQ, TAY, LAL, CRG, SZW, PZD
	HEVVN–PLYER PLYER–SWABE	PIE, ORL, OMN, SRQ, TAY LAL, ORL, OMN, SRQ, PHK, PIE
	SWABE–ST PETERSBURG ST PETERSBURG– CYPRESS	PHK, PBI, SRQ, PIE, VRB, ORL, FLL, LAL, OMN

Route	Segment	DME
Q106	SMELZ-BULZI	LAL, ORL, OMN, PHK, PIE, CRG, VRB, TAY, OTK, PZD, AMG, SZW
	BULZI-DRABK	AMG, PZD, TAY, CRG, SZW, MGM, OTK, JYU, CEW, SJI
	DRABK-GADAY	MGM, PZD, OTK, JYU, SZW, CEW, SJI
Q108	GADAY-HKUNA	CEW, JYU, MGM, SZW, RRS, PZD, MAI, OTK, GEF, MGR, TAY, AMG, CRG
Q110	THNDR-JAYMC	SRQ, VRB, PIE, LAL, VKZ, ORL, PBI
	JAYMC-RVERO	VKZ, VRB, PHK, PIE, LAL, SRQ, ORL, OMN, PBI, DHP
	RVERO-KPASA	OMN, PIE, PBI, SRQ, ORL, LAL
	KPASA-BRUTS	SRQ, VRB, ORL, PHK, TAY, PIE, OMN, OTK, LAL, CRG, SZW, AMG
	BRUTS-GULFR	OMN, AMG, CRG, SZW, PIE, TAY, PZD, OTK
Q112	GULFR-FEONA	TAY, MCN, PZD, CRG, OTK, SZW, AMG, MCN, ATL, MGM
	DEFUN-HEVVN	PIE, OTK, CRG, OMN, LAL, SZW, SRQ, ORL, VRB
	HEVVN-INPIN	JYU, PZD, CEW, SZW, MGM, OTK, TAY, AMG, PIE, CRG
Q116	KPASA-BRUTS	SRQ, VRB, ORL, PHK, TAY, PIE, OMN, OTK, LAL, CRG, SZW, AMG
	BRUTS-GULFR	OMN, AMG, CRG, TAY, LAL, PZD, SZW, OTK
	GULFR-CEEYA	MCN, AMG, PZD, OTK, SZW, TAY
Q118	KPASA-BRUTS	SRQ, VRB, ORL, PHK, TAY, PIE, OMN, OTK, LAL, CRG, SZW, AMG
	BRUTS-LENIE	OMN, AMG, CRG, TAY, LAL, PZD, SZW, OTK, MCN
Q501	VIXIS-GOPHER	ECK, FNT, APN, SSM, GRR, MBL, SAW, BAE, MNM, DLL, AUW, ODI, STE, FGT, EAU, DLH, GEP, BRD, MCW, MSP, ASP, TVC, GRB, RWF
	GOPHER-SOBME	FGT, BRD, MCW, GEP, ABR, FAR, DLH, ODI, RWF, FSD
	KENPA-GOPHER	SSM, FNT, ECK, APN, SAW, GRB, BAE, DLL, AUW, ODI, FGT, DLH, EAU, MCW, MSP, MNM, ASP, TVC, GEP, RWF, BRD
Q504	GOPHER-SOBME	FGT, DLH, ODI, MCW, ABR, FAR, MSP, GEP, RWF, FSD, BRD
	NOTAP-CESNA	SSM, ECK, APN, GLR, PLN, ISQ, MNM, DLL, RHI, DLH, GEP, FGT, ODI, ASP, TVC, SAW, GRB, BRD
Q505	CESNA-HEMDI	ODI, GEP, DLH, FGT, RWF, FAR, AXN, FSD, ABR, DLL, BRD
	OMAGA-RIMBE	SSM, TVC, ASP, SAW, GRB
	RIMBE-CESNA	SSM, RHI, DLL, DLH, GEP, FGT, TVC, SAW, GRB, BRD, ODI
	CESNA-HEMDI	GEP, DLH, FGT, RWF, FAR, AXN, FSD, ABR, BRD, ODI, GRB



(TEC)

Within the national airspace system it is possible for a pilot to fly IFR from one point to another without leaving approach control airspace. This is referred to as "Tower Enroute" which allows flight beneath the enroute structure. The tower enroute concept has been expanded (where practical) by reallocating airspace vertically/geographically to allow flight planning between city pairs while remaining within approach control airspace. Pilots are encouraged to use the TEC route descriptions provided in the Southwest U.S. Airport/Facility Directory when filing flight plans. Other airways which appear to be more direct between two points may take the aircraft out of approach control airspace thereby resulting in additional delays or other complications. All published TEC routes are designed to avoid enroute airspace and the majority are within radar coverage. The following items should be noted before using the graphics and route descriptions.

1. The graphic is not to be used for navigation nor detailed flight planning. Not all city pairs are depicted. It is intended to show geographic areas connected by tower enroute control. Pilots should refer to route descriptions for specific flight planning.

2. The route description contains four columns of information after geographic area listed in the heading, where the departure airport is located; i.e., the airport/airports of intended landing using FAA three letter/letter-two number identifiers, the coded route number (this should be used when filing the flight plan and will be used by ATC in lieu of reading out the full route description), the specific route (airway, radial, etc.), the altitude allowed for type of aircraft and the routes.

3. The word "DIRECT" will appear as the route when radar vectors will be used or no airway exists. Also this indicates that a Standard Instrument Departure (SID) or Standard Terminal Arrival (STAR) may be applied by ATC.

4. When a NAVAID or intersection identifier appears with no airway immediately preceding or following the identifier, the routing is understood to be DIRECT to or from that point unless otherwise cleared by ATC or radials are listed (See item 5).

5. Routes beginning and ending with an airway indicate that the airway essentially overflies the airport or radar vectors will be applied.

6. Where more than one route is listed to the same destination, ensure you file correct route for type of aircraft which is denoted after the route in the altitude column using J,M,P, or Q. These are listed after item 10 under Aircraft Classification.

7. Although all airports are not listed under the destination column, IFR flight may be planned to satellite airports in the proximity of major airports via the same routing.

8. Los Angeles International Airport (LAX) and four other airports (ONT-SAN-TOA-SNA) have two options due to winds and these affect the traffic flows and runways in use. To indicate the difference the following symbols are used after the airport: Runway Number, W for west indicating normal conditions, E for East, and N for North indicating other than normal operation. If nothing follows the airport use this route on either West, East, or North plan. Other destinations have different arrivals due to LAX being East and they have the notation "(LAXE)." Torrance Airport is also unique in that the airport is shared between Los Angeles and Coast area of Southern California TRACON; for Runway 11 departures use Coast area routings and for Runway 29 departures use Los Angeles area routings.

9. When filing flight plans, the coded route identifier, i.e. SANL2, VTUL4, POML3 may be used in lieu of the route of flight.

10. Aircraft types i.e. J, M, P, and Q are listed at the beginning of the altitude and should be used with the route of flight filed. (See Aircraft Classification below). The altitudes shown are to be used for the route. This allows for separation of various arrival routes, departure routes, and overflights to, from, and over all airports in the Southern California area.

LEGENDS**AIRCRAFT CLASSIFICATION**

(J) = Jet powered

(M) = Turbo Props/Special (cruise speed 190 knots or greater)

(P) = Non-jet (cruise speed 190 knots or greater)

(Q) = Non-jet (cruise speed 189 knots or less)

364 TOWER ENROUTE CONTROL			
BURBANK AREA			
FROM: BUR VNY WHP			
TO:	ROUTE ID	ROUTE	ALTITUDE
HHR	BURN1	V186 ADAMM V394 HHR RY25 LOC	PQ50
HHR	BURN2	V186 V264 POM V394 HHR RY25 LOC ..	JM70
HHR (LAXE)	BURN3	VNY095R ELM00	JMPQ50
LAX	BURN4	VNY095R PURMS	JMPQ50
LAX (LAXE)	BURN5	VNY SMO	JM50PQ40
SMO	BURN6	VNY095R DARTS	JMPQ50
CCB	BURN7	V186 V264 POM	JM70PQ50
CNO EMT REI L65 AJO ONT POC RAL RIR			
RIV SBD	BURN8	V186 PDZ	PQ50
CNO EMT REI L65 AJO ONT POC RAL RIR			
RIV SBD	BURN9	V186 V264 POM V197 PDZ	JM70
HMT	BURN10	V186 PDZ V186 WESIN	PQ50
HMT	BURN11	V186 V264 POM V197 PDZ V186 WESIN	JM70
L67	BURN12	V186 PDZ PDZ078R EDITS	PQ50
L67	BURN13	V186 V264 POM V197 PDZ PDZ078R EDITS	JM70
F70	BURN14	V186 PDZ V186 NIKKL	PQ50
F70	BURN15	V186 V264 POM V197 PDZ V186 NIKKL	JM70
AVX	BURN16	V186 BAYJY V363 DANAH SXC065R SXC	PQ50
AVX	BURN17	TWINE V518 KIMMO V459 SLI V21 SXC .	JM90
AVX (LAXE)	BURN18	V186 BAYJY V363 DANAH SXC065R SXC	JM50
LGB FUL SLI TOA	BURN19	V186 ADAMM V394 SLI	PQ50
SNA	BURN20	V186 BAYJY V363 POXKU V8 SLI	PQ50
LGB SNA FUL SLI TOA	BURN21	TWINE V518 KIMMO V459 SLI	JM90
FUL SLI TOA (LAXE)	BURN22	V186 ADAMM V394 SLI	JM50
SNA (LAXE)	BURN23	V186 BAYJY V363 POXKU V8 SLI	JM50
LGB (LAXE)	BURN24	V186 ADAMM V394 SLI	M50
LGB (LAXE)	BURN25	V186 BAYJY V363 DANAH V23 SLI	J70
CRQ NFG NKX OKB	BURN26	V186 ROBNN V458 OCN	PQ70
CRQ NFG NKX OKB	BURN27	TWINE V518 KIMMO V459 SLI V23 OCN	JM90
CRQ NFG NKX OKB (LAXE)	BURN28	V186 BAYJY V363 DANAH V23 OCN	JM70
MYF NRS NZY SAN SDM SEE	BURN29	V186 HAILE V66 MZB	PQ90
MYF NRS NZY SAN SDM SEE	BURN30A	TWINE V518 KIMMO V459 SLI V23 KELPS MZB	M90
MYF NRS NZY SAN SDM SEE	BURN30B	TWINE V518 KIMMO V459 SLI SLI171 LAX118 CARDI MZB320 MZB	J110
MYF NRS NZY SAN SDM SEE (LAXE)	BURN31	V186 BAYJY V363 DANAH V23 KELPS MZB	J110M90
SAN (SANE)	BURN32	V186 BAYJY V363 DANAH V165 SARGS .	PQ50
SAN (SANE)	BURN33	TWINE V518 KIMMO V459 SLI V165 SARGS	J110M90
SAN (SANE) (LAXE)	BURN34	V186 POM164R V25 REDIN V165 SARGS	JM70
RNM	BURN35	V186 ROBNN V208 JLI	PQ70
RNM	BURN36	TWINE V518 KIMMO V459 SLI V23 OCN V208 JLI	JM90
RNM (LAXE)	BURN37	V186 BAYJY V363 DANAH V23 OCN V208 JLI	JM70
OXR CMA NTD	BURN38	FIM	JMPQ40
SBA	BURN39	FIM V186 DEANO V27 KWANG	JMPQ60
COAST AREA			
FROM: FUL LGB SLI SNA TOA (RWY11)			
TO:	ROUTE ID	ROUTE	ALTITUDE
BUR	CSTN1	SLI V23 POPPR SMO125R SMO SMO311R SILEX	PQ40
BUR	CSTN2	SLI V23 LAX LAX316R SILEX	JM60
WHP VNY	CSTN3	SLI V23 POPPR SMO125R SMO SMO317R CANOG	PQ40
WHP VNY	CSTN4	SLI V23 LAX LAX320R CANOG	JM60
BUR VNY WHP (LAXE)	CSTN5	SLI SLI333R V186 VNY	JMPQ60
HHR	CSTN6	SLI SLI340R WELLZ HHR RY25 LOC	JM70PQ40
SW. 23 SEP 2010 to 18 NOV 2010			

TOWER ENROUTE CONTROL

TO:	ROUTE ID	ROUTE	ALTITUDE
LAX	CSTN7	SLI	JM70PQ40
LAX (LAXE)	CSTN8	SLI V8 TANDY	JM50PQ40
SMO	CSTN9	SLI V23 POPPR SMO125R SMO	
		SMO059R ELM00	PQ40
SMO	CSTN10	SLI V459 DARTS	JM80
SMO (LAXE)	CSTN11	SLI SLI333R V186 DARTS	JMPQ60
CCB EMT POC	CSTN12	SLI V8 POXKU V363 POM	JMPQ50
CNO REI L65 AJO ONT RAL RIR RIV SBD	CSTN13	SLI V8 PDZ	JM60PQ50
HMT	CSTN14	SLI V8 PDZ V186 WESIN	JM60PQ50
L67	CSTN15	SLI V8 PDZ PDZ078R EDITS	JM60PQ50
F70	CSTN16	SLI V8 PDZ V186 NIKKL	JM60PQ50
CRQ NFG NKX OKB	CSTN17	V25 PACIF V208 OCN	JM70
RNM	CSTN18	V25 PACIF V208 JLI	JM70
MYF NRS NZY SAN SDM SEE	CSTN19	V25 PACIF V208 LAX118R CARDI	
		MZB320R MZB	J110M90
SAN (SANE)	CSTN20	V25 REDIN V165 SARGS	J110M90
SBA	CSTN21	SLI V23 LAX V299 VTU VTU282R	
		KWANG	PQ60
SBA (LAXE)	CSTN22	SLI SLI333R V186 DEANO V27 KWANG..	MPQ60
SBA (LAXE)	CSTN23	SXC V208 VTU VTU282R KWANG	J100
NTD OXR CMA	CSTN24	SLI V23 POPPR SMO125R SMO VNY	PQ40
NTD CMA OXR (LAXE)	CSTN25	SLI SLI333R V186 FIM	MPQ60
FROM: LGB			
TO:	ROUTE ID	ROUTE	ALTITUDE
SBA	CSTN26	LAX V299 VTU VTU282R KWANG	J100M80
NTD OXR CMA	CSTN27	SLI V23 LAX VNY	JM60
FROM: FUL SLI SNA TOA (RWY11)			
TO:	ROUTE ID	ROUTE	ALTITUDE
SBA	CSTN28	SXC V208 VTU VTU282R KWANG	J100M80
NTD OXR CMA	CSTN29A	SLI V23 LAX VNY	M60
NTD OXR CMA	CSTN29B	SXC V208 VTU	J80
FROM: SNA			
TO:	ROUTE ID	ROUTE	ALTITUDE
CRQ NFG NKX OKB	CSTN30	V23 OCN	PQ50
MYF NRS NZY SAN SDM SEE	CSTN31	V23 MZB	PQ50
RNM	CSTN32	V23 OCN V208 JLI	PQ70
SAN (SANE)	CSTN33	V23 OCN V165 SARGS	PQ50
FROM: FUL LGB SLI TOA (RWY11) when SNA South traffic			
TO:	ROUTE ID	ROUTE	ALTITUDE
CRQ NFG NKX OKB	CSTN34	SLI V64 V363 DANAH V23 OCN	PQ50
RNM	CSTN35	SLI V64 V363 DANAH V23 OCN V208 JLI	PQ70
MYF NRS NZY SAN SDM SEE	CSTN36	SLI V64 V363 DANAH V23 MZB	PQ50
SAN (SANE)	CSTN37	SLI V64 V363 DANAH V165 SARGS	PQ50
FROM: FUL LGB SLI TOA (RWY 11) when SNA North traffic			
TO:	ROUTE ID	ROUTE	ALTITUDE
CRQ NFG NKX OKB	CSTN38	V23 OCN	PQ50
MYF NRS NZY SAN SDM SEE	CSTN39	V23 MZB	PQ50
RNM	CSTN40	V23 OCN V208 JLI	PQ70
SAN (SANE)	CSTN41	V23 OCN V165 SARGS	PQ50
FROM: AVX			
TO:	ROUTE ID	ROUTE	ALTITUDE
BUR	CSTN42	SXC V21 SLI V23 POPPR SMO125R SMO SMO311R SILEX	PQ40
BUR (LAXE)	CSTN43	SXC V21 SLI V23 LAX LAX316R SILEX ...	PQ40
BUR	CSTN44	SXC V21 SLI V23 LAX LAX316R SILEX ...	JM60
WHP VNY	CSTN45	SXC V21 SLI V23 POPPR SMO125R SMO SMO317R CANOG	PQ40
WHP VNY (LAXE)	CSTN46	SXC V21 SLI V23 LAX LAX320R CANOG .	PQ40
WHP VNY	CSTN47	SXC V21 SLI V23 LAX LAX320R CANOG .	JM60
CCB EMT POC	CSTN48	SLI V8 POXKU V363 POM	JMPQ50

366			
TOWER ENROUTE CONTROL			
TO:	ROUTE ID	ROUTE	ALTITUDE
CNO REI L65 AJO ONT RAL RIR RIV SBD....	CSTN49	SLI V8 PDZ	JM60PQ50
L67	CSTN50	SLI V8 PDZ PDZ078R EDITS	JM60PQ50
F70	CSTN51	SLI V8 PDZ V186 NIKKL	JM60PQ50
HMT	CSTN52	SLI V8 PDZ V186 WESIN	JM60PQ50
CRQ NFG NKX OKB	CSTN53	SXC V208 OCN	JMPQ50
MYF NRS NZY SAN SDM SEE	CSTN54	SXC V208 LAX118R CARDI MZB320R	
		MZB	J110M90
RNM	CSTN55	SXC V208 JLI	JMPQ70
MYF NRS NZY SAN SDM SEE	CSTN56	SXC V208 OCN V23 MZB	PQ50
SAN (SANE)	CSTN57	SXC V208 OCN V165 SARGS	PQ50
NTD OXR CMA	CSTN58	SXC V208 VTU	JM80PQ60
SBA	CSTN59	SXC V208 VTU VTU282R KWANG	J100M80PQ60
LOS ANGELES AREA			
FROM: LAX West (J Class)			
TO:	ROUTE ID	ROUTE	ALTITUDE
BUR	LAXN1	LAX316R SILEX	J50
WHP VNY	LAXN2	LAX320R CANOG	J50
AVX	LAXN3	LAXX DP SLI V21 SXC	J50
FUL LGB SLI SNA TOA	LAXN4	LAXX DP SLI	J50
CCB EMT POC	LAXN5	LAXX DP SLI V8 POXKU V363 POM	J90
CNO REI L65 AJO RAL RIR RIV SBD ONT....	LAXN6	LAXX DP SLI V8 PDZ	J90
HMT	LAXN7	LAXX DP SLI V8 PDZ V186 WESIN	J90
L67	LAXN8	LAXX DP SLI V8 PDZ PDZ078R EDITS	J90
F70	LAXN9	LAXX DP SLI V8 PDZ V186 NIKKL	J90
CRQ NFG NKX OKB	LAXN10	LAXX DP SLI SLI171R ALBAS V25 PACIF	
		V208 OCN	J110
MYF NRS NZY SAN SDM SEE	LAXN11	LAXX DP MZB	J110
RNM	LAXN12	LAXX DP SLI SLI171R ALBAS V25 PACIF	
		V208 JLI	J110
SAN (SANE)	LAXN13	LAXX DP SLI SLI171R ALBAS V25 REDIN	
		V165 SARGS	J110
OXR CMA NTD	LAXN14	VENTURA DP VTU	J60
SBA	LAXN15	VENTURA DP VTU VTU282R KWANG	J100
FROM: LAX East (J Class)			
TO:	ROUTE ID	ROUTE	ALTITUDE
BUR	LAXN16	LAX316R SILEX	J50
WHP VNY	LAXN17	LAX320R CANOG	J50
AVX	LAXN18	LAXX DP SLI V21 SXC	J50
FUL LGB SLI SNA TOA	LAXN19	LAXX DP SLI	J40
CCB EMT POC	LAXN20	LAXX DP SLI V8 POXKU V363 POM	J90
CNO REI L65 AJO RAL RIR RIV SBD ONT....	LAXN21	LAXX DP SLI V8 PDZ	J90
HMT	LAXN22	LAXX DP SLI V8 PDZ V186 WESIN	J90
L67	LAXN23	LAXX DP SLI V8 PDZ PDZ078R EDITS	J90
F70	LAXN24	LAXX DP SLI V8 PDZ V186 NIKKL	J90
CRQ NFG NKX OKB	LAXN25	LAXX DP SLI SLI148R V25 PACIF V208	
		OCN	J110
MYF NRS NZY SAN SDM SEE	LAXN26	LAXX DP SLI SLI148R V25 PACIF V208	
		LAX118R CARDI	
		MZB320R MZB	J110
RNM	LAXN27	LAXX DP SLI SLI148R V25 PACIF V208	
		JLI	J110
SAN (SANE)	LAXN28	LAXX DP SLI SLI148R V25 REDIN V165	
		SARGS	J110
OXR CMA NTD	LAXN29	VENTURA DP VTU	J60
SBA	LAXN30	VENTURA DP VTU VTU282R KWANG	J100
FROM: LAX West and East (M Class)			
TO:	ROUTE ID	ROUTE	ALTITUDE
BUR	LAXN31	LAX316R SILEX	M50
WHP VNY	LAXN32	LAX320R CANOG	M50
AVX	LAXN33	SEAL BEACH DP SLI V21 SXC	M50
FUL LGB SLI SNA TOA	LAXN34	SEAL BEACH DP SLI	M50
CCB EMT POC	LAXN35	SEAL BEACH DP SLI V8 POXKU V363	
		POM	M50
CNO REI L65 AJO RAL RIR RIV SBD ONT....	LAXN36	SEAL BEACH DP SLI V8 PDZ	M50

TO:	ROUTE ID	ROUTE	ALTITUDE
HMT	LAXN37	SEAL BEACH DP SLI V8 PDZ V186	
		WESIN	M50
L67	LAXN38	SEAL BEACH DP SLI V8 PDZ PDZ078R	
		EDITS	M50
F70	LAXN39	SEAL BEACH DP SLI V8 PDZ V186	
		NIKKL	M50
CRQ NFG NKX OKB (LAXW)	LAXN40	SEAL BEACH DP SLI SLI171R ALBAS	
		V25 PACIF V208 OCN	M90
CRQ NFG NKX OKB (LAXE)	LAXN41	SEAL BEACH DP SLI SLI148R V25 PACIF	
		V208 OCN	M90
MYF NRS NZY SAN SDM SEE (LAXW)	LAXN42	SEAL BEACH DP SLI SLI171R ALBAS	
		V25 PACIF V208 LAX118R	
		CARDI MZB320R MZB.....	M90
MYF NRS NZY SAN SDM SEE (LAXE)	LAXN43	SEAL BEACH DP SLI SLI148R V25 PACIF	
		V208 MZB320R MZB.....	M90
SAN (SANE) (LAXW)	LAXN44	SEAL BEACH DP SLI SLI171R ALBAS	
		V25 REDIN V165 SARGS	M90
SAN (SANE) (LAXE)	LAXN45	SEAL BEACH DP SLI SLI148R V25	
		REDIN V165 SARGS	M90
RNM(LAXW)	LAXN46	SEAL BEACH DP SLI SLI171R ALBAS	
		V25 PACIF V208 JLI.....	M90
RNM(LAXE)	LAXN47	SEAL BEACH DP SLI SLI148R V25 PACIF	
		V208 JLI	M90
OXR CMA NTD (LAXW).....	LAXN48	VENTURA DP VTU	M60
OXR CMA NTD (LAXE).....	LAXN49	CHATY DP VTU	M60
SBA (LAXW)	LAXN50	VENTURA DP VTU VTU282R KWANG.....	M60
SBA (LAXE)	LAXN51	CHATY DP KWANG	M60

FROM: LAX West and East (P and Q Class)

TO:	ROUTE ID	ROUTE	ALTITUDE
BUR	LAXN52	LAX316R SILEX.....	PQ40
WHP VNY	LAXN53	LAX320R CANOG.....	PQ40
AVX	LAXN54	SEAL BEACH DP SLI V21 SXC	PQ40
FUL LGB SLI SNA TOA	LAXN55	SEAL BEACH DP SLI.....	PQ40
CCB EMT POC	LAXN56	SEAL BEACH DP SLI V8 POXKU V363	
		POM	PQ50
CNO REI L65 AJO RAL RIR RIV SBD ONT ...	LAXN57	SEAL BEACH DP SLI V8 PDZ	PQ50
HMT	LAXN58	SEAL BEACH DP SLI V8 PDZ V186	
		WESIN	PQ50
L67	LAXN59	SEAL BEACH DP SLI V8 PDZ PDZ078R	
		EDITS	PQ50
F70	LAXN60	SEAL BEACH DP SLI V8 PDZ V186	
		NIKKL	PQ50
CRQ NFG NKX OKB	LAXN61	SEAL BEACH DP SLI V64 V363 DANAHA	
		V23 OCN	PQ50
CRQ NFG NKX OKB (SNAN)	LAXN62	SEAL BEACH DP SLI V23 OCN.....	PQ50
MYF NRS NZY SAN SDM SEE	LAXN63	SEAL BEACH DP SLI V64 V363 DANAHA	
		V23 MZB	PQ50
MYF NRS NZY SAN SDM SEE (SNAN)	LAXN64	SEAL BEACH DP SLI V23 MZB.....	PQ50
RNM	LAXN65	SEAL BEACH DP SLI V64 V363 DANAHA	
		V23 OCN JLI	PQ70
RNM (SNAN)	LAXN66	SEAL BEACH DP SLI V23 OCN V208 JLI..	PQ70
SAN (SANE)	LAXN67	SEAL BEACH DP SLI V64 V363 DANAHA	
		V165 SARGS	PQ50
OXR CMA NTD.....	LAXN68	VNY	PQ40
SBA (LAXW)	LAXN69	VENTURA DP VTU VTU282R KWANG.....	PQ60
SBA (LAXE)	LAXN70	CHATY DP KWANG	PQ60

FROM: HHR TOA (RWY29)

TO:	ROUTE ID	ROUTE	ALTITUDE
BUR	SCTN1	SMO SMO311R SILEX.....	JM50PQ40
WHP VNY	SCTN2	SMO SMO317R CANOG	JM50PQ40
AVX	SCTN3	SXC	JM50PQ40
FUL LGB SLI SNA TOA	SCTN4	LIMBO V64 SLI	JM50PQ40
FUL LGB SLI SNA TOA (LAXE)	SCTN5	SLI	JMPQ40
CCB EMT POC.....	SCTN6	LIMBO V64 SLI V8 POXKU V363 POM	J90MPQ50
CNO REI L65 AJO RAL RIR RIV SBD ONT....	SCTN7	LIMBO V64 SLI V8 PDZ	J90MPQ50
HMT	SCTN8	LIMBO V64 SLI V8 PDZ V186 WESIN	J90MPQ50

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TO:	ROUTE ID	ROUTE	ALTITUDE
L67	SCTN9	LIMBO V64 SLI V8 PDZ PDZ078R EDITS.	J90MPQ50
F70	SCTN10	LIMBO V64 SLI V8 PDZ V186 NIKKL	J90MPQ50
CRQ NFG NKX OKB	SCTN11	LIMBO V64 V363 DANAH V23 OCN	PQ50
CRQ NFG NKX OKB	SCTN12	LIMBO V64 SLI V23 OCN	J110M90
CRQ NFG NKX OKB (LAXE)	SCTN13	SLI SLI148R V25 PACIF V208 OCN	J110M90
CRQ NFG NKX OKB (SNAN)	SCTN14	LIMBO V64 SLI V23 OCN	PQ50
MYF NRS NZY SAN SDM SEE	SCTN15	LIMBO V64 V363 DANAH V23 MZB	PQ50
MYF NRS NZY SAN SDM SEE (LAXE)	SCTN16	SLI V64 V363 DANAH V23 MZB	PQ50
MYF NRS NZY SAN SDM SEE	SCTN17	LIMBO V64 WILMA V25 PACIF V208 LAX118R CARDI MZB320R MZB	J110M90
MYF NRS NZY SAN SDM SEE (LAXE)	SCTN18	SLI SLI148R V25 PACIF V208 MZB320R MZB	J110M90
MYF NRS NZY SAN SDM SEE (SNAN)	SCTN19	LIMBO V64 SLI V23 MZB	PQ50
RNM	SCTN20	LIMBO V64 V363 DANAH V23 OCN V208 JLI	PQ70
RNM (SNAN)	SCTN21	LIMBO V64 SLI V23 OCN V208 JLI	PQ70
RNM	SCTN22	LIMBO V64 SLI V23 OCN V208 JLI	J110M90
RNM (LAXE)	SCTN23	SLI SLI148R V25 PACIF V208 JLI	J110M90
SAN (SANE)	SCTN24	LIMBO V64 V363 DANAH V165 SARGs ..	PQ50
SAN (SANE)	SCTN25	LIMBO V64 WILMA V25 REDIN V165 SARGs	J110M90
OXR CMA NTD	SCTN26	SMO VNY	PQ40
OXR CMA NTD	SCTN27	LAX VTU	JM60
SBA	SCTN28	SMO V107 SADDE V299 VTU VTU282R KWANG	J100MPQ60
SBA (LAXE)	SCTN29	LAX V23 V186 DEANO V27 KWANG	JM50PQ40
EDW L00 MHV PMD WJF IYK NID TSP VCV	SCTN30	LAX V165 LANGE V518 PMD	JMPQ70
FROM: SMO			
TO:	ROUTE ID	ROUTE	ALTITUDE
BUR	SMON1	SMO SMO311R SILEX	JM50PQ40
WHP VNY	SMON2	SMO SMO317R CANOG	JM50PQ40
AVX	SMON3	SMO SMO125R SXC350R SXC	M50PQ40
FUL LGB SLI SNA TOA	SMON4	SMO SMO125R V64 SLI	M50PQ40
FUL LGB SLI SNA TOA	SMON5	SLI	J50
FUL LGB SLI SNA TOA (LAXE)	SMON6	SMO LAX V23 SLI	JMPQ40
CCB EMT POC	SMON7	SMO SMO125R V64 SLI V8 POXKU V363 POM	MPQ50
CCB EMT POC	SMON8	SLI V8 POXKU V363 POM	J90
CNO REI L65 AJO RAL RIR RIV SBD ONT	SMON9	SMO SMO125R V64 SLI V8 PDZ	MPQ50
CNO REI L65 AJO RAL RIR RIV SBD ONT	SMON10	SLI V8 PDZ	J90
HMT	SMON11	SMO SMO125R V64 SLI V8 PDZ V186 WESIN	MPQ50
HMT	SMON12	SLI V8 PDZ V186 WESIN	J90
L67	SMON13	SMO SMO125R V64 SLI V8 PDZ PDZ078R EDITS	MPQ50
L67	SMON14	SLI V8 PDZ PDZ078R EDITS	J90
F70	SMON15	SMO SMO125R V64 SLI V8 PDZ V186 NIKKL	MPQ50
F70	SMON16	SLI V8 PDZ V186 NIKKL	J90
CRQ NFG NKX OKB	SMON17	SMO SMO125R V64 V363 DANAH V23 OCN	PQ50
CRQ NFG NKX OKB	SMON18	SMO SMO125R V64 SLI V23 OCN	M90
CRQ NFG NKX OKB	SMON19	SXC V208 OCN	J110
CRQ NFG NKX OKB (LAXE)	SMON20	SMO LAX V23 SLI SLI148R V25 PACIF V208 OCN	J110M90
CRQ NFG NKX OKB (SNAN)	SMON21	SMO SMO125R V64 SLI V23 OCN	PQ50
MYF NRS NZY SAN SDM SEE	SMON22	SMO SMO125R V64 V363 DANAH V23 MZB	PQ50
MYF NRS NZY SAN SDM SEE (LAXE)	SMON23	SMO LAX V23 SLI V64 V363 DANAH V23 MZB	PQ50
MYF NRS NZY SAN SDM SEE	SMON24	SMO SMO125R V64 SLI V23 MZB	M90
MYF NRS NZY SAN SDM SEE	SMON25	SXC V208 LAX118R CARDI MZB320R MZB	J110
MYF NRS NZY SAN SDM SEE (LAXE)	SMON26	SMO LAX V23 SLI SLI148R V25 PACIF V208 LAX118R CARDI MZB320R MZB ...	J110M90
MYF NRS NZY SAN SDM SEE (SNAN)	SMON27	SMO SMO125R V64 SLI V23 MZB	PQ50

TOWER ENROUTE CONTROL				369
TO:	ROUTE ID	ROUTE	ALTITUDE	
RNM.....	SMON28	SMO SMO125R V64 V363 DANAH V23 OCN V208 JLI	PQ70	
RNM (SNAN)	SMON29	SMO SMO125R V64 SLI V23 OCN V208 JLI.....	PQ70	
RNM.....	SMON30	SMO SMO125R V64 SLI V23 OCN V208 JLI.....	M90	
RNM.....	SMON31	SXC V208 JLI.....	J110	
RNM (LAXE)	SMON32	SMO LAX V23 SLI V23 OCN V208 JLI	J110M90	
SAN (SANE)	SMON33	SMO SMO125R V64 V363 DANAH V165 SARGS	PQ50	
SAN (SANE)	SMON34	SMO SMO125R V64 SLI V165 SARGS ...	M90	
SAN (SANE)	SMON35	SXC V208 PACIF V25 REDIN V165 SARGS	J110	
OXR CMA NTD.....	SMON36	SMO VNY	PQ40	
OXR CMA NTD.....	SMON37	VTU	JM60	
SBA.....	SMON38	SMO V107 SADDE V299 VTU VTU282R KWANG	J100MPQ60	
SBA (LAXE)	SMON39	LAX V23 V186 DEANO V27 KWANG	JM50PQ40	
EMPIRE AREA				
FROM: CCB CNO EMT HMT REI L65 AJO L67				
RAL RIR RIV SBD F70 ONT POC				
TO:	ROUTE ID	ROUTE	ALTITUDE	
BUR VNY WHP	ONTN1	PDZ V186 VNY	PQ60	
BUR VNY WHP	ONTN2	PDZ V197 POM V264 V186 VNY	JM80	
HHR	ONTN3	PDZ PDZ270R HHR RY25 LOC	JMPQ30	
LAX	ONTN4	PDZ PDZ270R LAX RWY 24R LOC	JMPQ40	
LAX (LAXE)	ONTN5	PDZ PDZ270R V394 AHEIM V8 TANDY ...	PQ40	
LAX (LAXE)	ONTN6	PDZ V16 PRADO V363 DANAH V23 SLI V8 TANDY	JM80	
SMO	ONTN7	PDZ V186 DARTS	JMPQ60	
AVX	ONTN8	PDZ V16 PRADO V363 DANAH SXC065R SXC	JMPQ70	
FUL LGB SLI TOA	ONTN9	PDZ PDZ270R V394 SLI.....	JMPQ40	
SNA.....	ONTN10	PDZ PDZ270R V363 POXKU V8 SLI	JMPQ40	
CRQ NFG NKX OKB	ONTN11	PDZ V186 ROBNN V458 OCN.....	JM110PQ70	
MYF NRS NZY SAN SDM SEE	ONTN12	PDZ V186 HAILE V66 MZB	JM110PQ90	
RNM.....	ONTN13	PDZ V186 ROBNN V208 JLI	JM110PQ70	
CMA OXR NTD.....	ONTN14	PDZ V186 FIM	PQ60	
CMA OXR NTD.....	ONTN15	PDZ V197 POM V264 V186 FIM	JM80	
SBA.....	ONTN16	PDZ V186 DEANO V27 KWANG.....	PQ60	
SBA.....	ONTN17	PDZ V197 POM V264 V186 DEANO V27 KWANG	JM80	
PT MUGU AREA				
FROM: OXR CMA				
TO:	ROUTE ID	ROUTE	ALTITUDE	
SBA.....	VTUN1	KWANG	JMPQ40	
BUR	VTUN2	VTU054R TOAKS	JMPQ50	
WHP VNY	VTUN3	CMA CMA072R GINNA	JMPQ50	
PMD WJF EDW NID VCV IYK L00				
MHV TSP.....	VTUN4	FIM V386 PMD.....	JMPQ70	
AVX	VTUN5	VTU V208 SXC	JM70PQ50	
FUL LGB SLI TOA	VTUN6	VTU044R GINNA V326 VNY V186 ADAMM V394 SLI.....	PQ50	
SNA.....	VTUN7	VTU044R GINNA V326 VNY V186 BAYJY V363 POXKU V8 SLI	PQ50	
HHR	VTUN8	VTU V299 SADDE V107 SMO SMO125R POPPR V23 SLI	PQ50	
FUL LGB SLI TOA SNA HHR	VTUN9	VTU V208 SXC SLI.....	JM70	
HHR (LAXE)	VTUN10	VTU044R GINNA V326 VNY V186 ELMOO	JM70PQ50	
LAX	VTUN11	VTU V299 SADDE V107 SMO	JMPQ50	
LAX (LAXE)	VTUN12	VTU V25 EXERT.....	JMPQ50	
SMO.....	VTUN13	VTU044R GINNA V326 VNY V186 DARTS	JMPQ50	
CCB.....	VTUN14	VTU044R GINNA V326 VNY V186 V264 POM	JM70PQ50	

TOWER ENROUTE CONTROL

TO:	ROUTE ID	ROUTE	ALTITUDE
CNO EMT REI L65 AJO ONT POC RAL RIR RIV SBD	VTUN15	VTU044R GINNA V326 VNY V186 PDZ ...	PQ50
CNO EMT REI L65 AJO ONT POC RAL RIR RIV SBD	VTUN16	VTU044R GINNA V326 VNY V186 V264 POM V197 PDZ	JM70
HMT	VTUN17	VTU044R GINNA V326 VNY V186 PDZ V186 WESIN.....	PQ50
HMT	VTUN18	VTU044R GINNA V326 VNY V186 V264 POM V197 PDZ V186 WESIN	JM70
L67	VTUN19	VTU044R GINNA V326 VNY V186 PDZ PDZ078R EDITS.....	PQ50
L67	VTUN20	VTU044R GINNA V326 VNY V186 V264 POM V197 PDZ PDZ078R EDITS	JM70
F70	VTUN21	VTU044R GINNA V326 VNY V186 PDZ V186 NIKKL	PQ50
F70	VTUN22	VTU044R GINNA V326 VNY V186 V264 POM V197 PDZ V186 NIKKL	JM70
CRQ NFG NKX OKB	VTUN23	VTU044R GINNA V326 VNY V186 ROBNN V458 OCN.....	PQ70
CRQ NFG NKX OKB (LAXE)	VTUN24	VTU044R GINNA V326 VNY V186 ROBNN V458 OCN.....	PQ70
CRQ NFG NKX OKB	VTUN25	VTU V208 SXC V208 OCN	J110M90
MYF NRS NZY SAN SDM SEE	VTUN26	VTU044R GINNA V326 VNY V186 HAILE V66 MZB.....	PQ90
MYF NRS NZY SAN SDM SEE (LAXE)	VTUN27	VTU044R GINNA V326 VNY V186 HAILE V66 MZB	PQ70
MYF NRS NZY SAN SDM SEE	VTUN28	VTU V208 SXC V208 LAX118R CARDI MZB320R MZB	J110M90
RNM	VTUN29	VTU044R GINNA V326 VNY V186 ROBNN V208 JLI	PQ70
RNM (LAXE).....	VTUN30	VTU044R GINNA V326 VNY V186 ROBNN V208 JLI	PQ70
RNM	VTUN31	VTU V208 SXC V208 JLI.....	J110M90
SAN (SANE).....	VTUN32	VTU044R GINNA V326 VNY V186 BAYJY V363 DANAH V165 SARGs.....	PQ50
SAN (SANE).....	VTUN33	VTU V208 SXC V27 REDIN V165 SARGs.....	J110M90
SMX	VTUN34	V25 RZS RZS286R KOAKS	JMPQ80
IZA	VTUN35	V25 RZS RZS277R CALLI	JMPQ60
LPC	VTUN36	V27 GVO	JMPQ60

SAN DIEGO AREA

FROM: CRO MYF NFG NKX NRS NZY SAM

SDM SEE RNM OKB L18 TIJ

TO:	ROUTE ID	ROUTE	ALTITUDE
AVX	SANN1	MZB V23 OCN V208 SXC	PQ60
AVX	SANN2	MZB293R V27 SXC	J100M80
FUL LGB SNA SLI TOA LAX	SANN3	OCN V23 SLI	PQ60
FUL LGB SNA SLI TOA LAX	SANN4	MZB293R SLI148R SLI	J100M80
LAX (LAXE)	SANN5	OCN V23 SLI V8 TANDY	PQ60
LAX (LAXE)	SANN6	MZB293R SLI148R VTU114R V8 TANDY	J100M80
HHR	SANN7	OCN V23 SLI SLI340R WELLZ HHR RY25 LOC	PQ60
HHR	SANN8	MZB293R SLI148R SLI SLI340R WELLZ HHR RY25 LOC	J100M80
SMO	SANN9	OCN V23 POPPR SMO125R SMO SMO059R ELMOO	PQ60
SMO	SANN10	MZB293R SLI148R SLI V459 DARTS	J100M80
SMO (LAXE)	SANN11	OCN V23 SLI SLI333R V186 DARTS	PQ60
SMO (LAXE)	SANN12	MZB293R SLI148R SLI SLI333R V186 DARTS	J100M80
BUR	SANN13	OCN V23 POPPR SMO125R SMO SMO311R SILEX	PQ60
BUR	SANN14	MZB293R SLI148R SLI V23 LAX LAX316R SILEX	J100M80
WHP VNY	SANN15	OCN V23 POPPR SMO125R SMO SMO317R CANOG	PQ60

TOWER ENROUTE CONTROL				37
TO:	ROUTE ID	ROUTE	ALTITUDE	
WHP VNY	SANN16	MZB293R SLI148R SLI V23 LAX LAX320R CANOG.....	J100M80 PQ60	
BUR VNY WHP (LAXE).....	SANN17	OCN V23 SLI SLI333R V186 VNY		
BUR VNY WHP (LAXE).....	SANN18	MZB293R SLI148R SLI SLI333R V186 VNY	J100M80 PQ60	
CNO AJO L65 REI ONT RAL RIR SBD RIV	SANN19	OCN V23 DANAH V363 POXKU V8 PDZ...		
ONT SBD	SANN20	V186 TANNR HDF PETIS	JM100	
CNO AJO RAL RIR	SANN21	V186 PDZ	JM100	
L65 REI RIV	SANN22	V186 TANNR HDF	JM100	
CCB EMT POC	SANN23	OCN V23 DANAH V363 POM	PQ60	
CCB EMT POC	SANN24	MZB293R POM164R POM	J100M80	
HMT	SANN25	OCN V23 DANAH V363 POXKU V8 PDZ V186 WESIN	PQ60 JM100	
HMT	SANN26	V186 WESIN		
L67	SANN27	OCN V23 DANAH V363 POXKU V8 PDZ PDZ078R EDITS	PQ60 JM100	
L67	SANN28	V186 PDZ PDZ078R EDITS		
F70	SANN29	OCN V23 DANAH V363 POXKU V8 PDZ V186 NIKKL	PQ60 JM100	
F70	SANN30	V186 NIKKL		
OXR CMA NTD	SANN31	OCN V23 SLI SLI272R SMO125R SMO VNY	PQ60 J100M80	
OXR CMA NTD	SANN32	MZB293R V27 SXC V208 VTU		
CMA OXR NTD (LAXE)	SANN33	OCN V23 SLI SLI333R V186 FIM	PQ60	
CMA OXR NTD (LAXE)	SANN34	MZB293R SLI148R SLI SLI333R V186 FIM	J100M80	
SBA	SANN35	OCN V23 LAX V299 VTU VTU282R KWANG	PQ60	
SBA	SANN36	MZB293R V27 SXC V208 VTU VTU282R KWANG	J100M80	
SBA (LAXE)	SANN37	OCN V23 DANAH V363 BAYJY V186 DEANO V27 KWANG	PQ60	
SANTA BARBARA AREA				
FROM: SBA				
TO:	ROUTE ID	ROUTE	ALTITUDE	
BUR	SBAN1	KWANG CMA CMA078R TOAKS	PQ50	
WHP VNY	SBAN2	KWANG CMA CMA072R GINNA	PQ50	
BUR VNY	SBAN3	HENER V186 FIM FERNANDO STAR.....	J110M90	
AVX	SBAN4	KWANG VTU V208 SXC	JM70PQ50	
FUL LGB SLI TOA	SBAN5	KWANG CMA VNY V186 ADAMM V394 SLI	PQ50	
SNA	SBAN6	KWANG CMA VNY V186 BAYJY V363 POXKU V8 SLI	PQ50	
HHR	SBAN7	KWANG VTU V299 SADDE V107 SMO SMO125R POPPR V23 SLI	PQ50 J110M90	
FUL LGB SLI TOA SNA HHR	SBAN8	KWANG VTU V208 SXC SLI		
HHR (LAXE)	SBAN9	KWANG CMA VNY V186 ELMOO	PQ50	
LAX	SBAN10	KWANG VTU V299 SADDE V107 SMO	JM110PQ50	
LAX (LAXE)	SBAN11	KWANG VTU V25 EXERT	JM70PQ50	
SMO	SBAN12	KWANG CMA VNY V186 DARTS	PQ50	
SMO	SBAN13	HENER FIM V186 DARTS	J110M90	
CCB	SBAN14	KWANG CMA VNY V186 V264 POM	PQ50	
CCB	SBAN15	HENER V186 FIM V186 V264 POM	JM70	
CNO EMT REI L65 AJO POC ONT RAL RIR RIV SBD	SBAN16	KWANG CMA VNY V186 PDZ	PQ50	
CNO EMT REI L65 AJO POC ONT RAL RIR RIV SBD	SBAN17	HENER FIM V186 V264 POM V197 PDZ .	J110M90	
HMT	SBAN18	KWANG CMA VNY V186 PDZ V186 WESIN	PQ50	
HMT	SBAN19	HENER V186 V264 POM V197 PDZ V186 WESIN	J110M90	
L67	SBAN20	KWANG CMA VNY V186 PDZ PDZ078R EDITS	PQ50	
L67	SBAN21	HENER FIM V186 V264 POM V197 PDZ PDZ078R EDITS	J110M90	

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TO:		ROUTE ID	ROUTE		ALTITUDE		
F70		SBAN22	KWANG CMA VNY V186 PDZ V186				
			NIKKL		PQ50		
F70		SBAN23	HENER FIM V186 V264 POM V197 PDZ				
			V186 NIKKL		J110M90		
CRQ NFG NKX OKB		SBAN24	HENER V186 DARTS V597 OCN		PQ90		
CRQ NFG NKX OKB (LAXE)		SBAN25	KWANG CMA VNY V186 ROBNN V458				
			OCN		PQ70		
CRQ NFG NKX OKB		SBAN26	KWANG VTU V208 SXC V208 OCN		J110M90		
MYF NRS NZY SAN SDM SEE		SBAN27	HENER V186 DARTS V597 MZB		PQ90		
MYF NRS NZY SAN SDM SEE (LAXE)		SBAN28	KWANG CMA VNY V186 HAILE V66				
			MZB		PQ70		
MYF NRS NZY SAN SDM SEE		SBAN29	KWANG VTU V208 SXC V208 LAX118R				
			CARDI MZB320R MZB.....		J110M90		
SAN (SANE)		SBAN30	KWANG CMA VNY V186 BAYJY V363				
			DANAH V165 SARGS		PQ50		
SAN (SANE)		SBAN31	KWANG VTU V208 SXC V27 REDIN V165				
			SARGS		J110M90		
RNM		SBAN32	HENER V186 DARTS V597 OCN V208				
			JLI		PQ90		
RNM (LAXE)		SBAN33	KWANG CMA VNY V186 ROBNN V208				
			JLI		PQ70		
RNM		SBAN34	KWANG VTU V208 JLI		J110M90		
OXR CMA NTD.....		SBAN35	KWANG CMA		JMPQ30		
PSP UDD TRM.....		SBAN36	FIM V186 NIKKL V64 TRM PSP		PQ110		
SANTA BARBARA AREA							
FROM: SBP SMX VBG LPC IZA							
TO:		ROUTE ID	ROUTE		ALTITUDE		
BUR VNY WHP		SBAN37	RZS V186 FIM		PQ70		
BUR VNY		SBAN38	RZS V386 FIM FERNANDO STAR.....		J110M90		
AVX		SBAN39	RZS VTU V208 SXC		JMPQ70		
FUL LGB SLI TOA		SBAN40	RZS V186 ADAMM V394 SLI.....		PQ70		
SNA.....		SBAN41	RZS V186 BAYJY V363 POXKU V8 SLI....		PQ70		
HHR		SBAN42	RZS VTU V299 SADDE V107 SMO				
			SMO125R POPPR V23 SLI		PQ70		
FUL LGB SLI TOA SNA HHR		SBAN43	RZS VTU V208 SXC SLI		J110M90		
HHR (LAXE)		SBAN44	RZS V186 ELMOO		PQ70		
LAX		SBAN45	RZS VTU SADDE STAR		JM110PQ70		
LAX (LAXE)		SBAN46	RZS VTU V25 EXERT		JM70PQ50		
SMO		SBAN47	RZS V186 DARTS		PQ70		
SMO		SBAN48	RZS V386 FIM V186 DARTS		J110M90		
CCB.....		SBAN49	RZS V186 V264 POM		PQ70		
CCB.....		SBAN50	RZS V386 FIM V186 V264 POM.....		J110M90		
CNO EMT REI L65 AJO POC ONT RAL RIR							
RIV SBD		SBAN51	RZS V186 PDZ.....		PQ70		
CNO EMT REI L65 AJO POC ONT RAL RIR							
RIV SBD		SBAN52	RZS V386 FIM V186 V264 POM V197				
			PDZ		J110M90		
HMT		SBAN53	RZS V186 PDZ V186 WESIN		PQ70		
HMT		SBAN54	RZS V386 FIM V186 V264 POM V197				
			PDZ V186 WESIN		J110M90		
L67		SBAN55	RZS V186 PDZ PDZ078R EDITS		PQ70		
L67		SBAN56	RZS V386 FIM V186 V264 POM V197				
			PDZ PDZ078R EDITS		J110M90		
F70		SBAN57	RZS V186 PDZ V186 NIKKL		PQ70		
F70		SBAN58	RZS V386 FIM V186 V264 POM V197				
			PDZ V186 NIKKL		J110M90		
CRQ NFG NKX OKB		SBAN59	RZS V597 OCN		PQ90		
CRQ NFG NKX OKB (LAXE)		SBAN60	RZS V186 ROBNN V458 OCN.....		PQ70		
CRQ NFG NKX OKB		SBAN61	RZS VTU V208 SXC V208 OCN		J110M90		
MYF NRS NZY SAN SDM SEE		SBAN62	RZS V597 MZB		PQ90		
MYF NRS NZY SAN SDM SEE (LAXE)		SBAN63	RZS V186 HAILE V66 MZB		PQ70		
MYF NRS NZY SAN SDM SEE		SBAN64	RZS VTU V208 SXC V208 LAX118R				
			CARDI MZB320R MZB.....		J110M90		
SAN (SANE)		SBAN65	RZS V186 VNY V186 BAYJY V363				
			DANAH V165 SARGS		PQ70		
SAN (SANE)		SBAN66	RZS VTU V208 SXC V27 REDIN V165				
			SARGS		J110M90		
RNM		SBAN67	RZS V597 OCN V208 JLI		PQ90		

TOWER ENROUTE CONTROL

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TO:	ROUTE ID	ROUTE	ALTITUDE
RNM (LAXE)	SBAN68	RZS V186 ROBNN V208 JLI	PQ70
RNM	SBAN69	RZS VTU V208 JLI	J110M90
OXR CMA NTD.....	SBAN70	RZS VTU	JMPQ70
PSP UDD TRM.....	SBAN71	RZS V386 FIM V186 NIKKL V64 TRM	
		PSP	PQ110

PALM SPRINGS AREA

FROM: PSP UDD TRM

TO:	ROUTE ID	ROUTE	ALTITUDE
BUR VNY WHP	PSPN1	V388 PDZ V186 VNY	PQ100
BUR VNY WHP	PSPN2	V388 PDZ V197 POM V264 V186 VNY ...	JM120
AJO CNO RAL RIR ONT RIV SBD.....	PSPN3	V388 PDZ	JM120PQ100
HMT	PSPN4	V388 PDZ V186 WESIN.....	JM120PQ100
EMT POC CCB.....	PSPN5	V388 PDZ PDZ270R V363 POM	JM120PQ100
L67	PSPN6	V388 PDZ PDZ078R EDITS	JM120PQ100
F70	PSPN7	V388 PDZ V186 NIKKL	JM120PQ100
FUL LGB SLI TOA SNA	PSPN8	V388 ACINS V283 SLI	JM120PQ100
HHR	PSPN9	V388 PDZ PDZ270R HHR RY25 LOC	JM120PQ100
LAX	PSPN10A	V388 PDZ V16 LAHAB.....	M120PQ100
LAX	PSPN10B	V388 LENHO SEAVU SEAVU ARRIVAL.....	J120
LAX (LAXE)	PSPN11	V388 PDZ PDZ270R V394 SLI V8	
		TANDY	PQ100
LAX (LAXE)	PSPN12	V388 ACINS V283 SLI V8 TANDY	JM120
SMO	PSPN13	V388 PDZ V186 DARTS.....	JM120PQ100
CMA OXR NTD.....	PSPN14	V388 PDZ V186 FIM	PQ100
CMA OXR NTD.....	PSPN15	V388 PDZ V197 POM V264 V186 FIM....	JM120
SBA	PSPN16	V388 PDZ V186 DEANO V27 KWANG	PQ100
SBA	PSPN17	V388 PDZ V197 POM V264 V186	
		DEANO V27 KWANG.....	M120

PALMDALE AREA

FROM: EDW L00 MHV PMD WJF

TO:	ROUTE ID	ROUTE	ALTITUDE
HHR	EDWN1	PMD V518 KIMMO V459 DARTS V186	
		ADAMM V394 HHR RY25 LOC.....	JMPQ80
FUL LGB SLI SNA TOA	EDWN2	PMD V201 BERRI V459 SLI	JMPQ90
FUL LGB SLI SNA TOA (LAXE)	EDWN3	PMD V386 V23 LAX V25 ALBAS SLI.....	MPQ80

RNAV Routing Pitch and Catch Points

The purpose of this section of the Special High Altitude Routes is to present user routing options for flight within the initial HAR Phase I expansion airspace. Users are able to fly user-preferred routes, referred to as non-restrictive routing (NRR), between specific fixes described by **pitch** (entry into) and **catch** (exit out of) fixes in the HAR airspace. Pitch points indicate an end of departure procedures, preferred IFR routings, or other established routing programs where a flight can begin a segment of NRR. The catch point indicates where a flight ends a segment of NRR and joins published arrival procedures, preferred IFR routing, or other established routing programs.

The HAR Phase I expansion airspace is defined as that airspace at and above FL 350 in fourteen of the western and southern Air Route Traffic Control Centers (ARTCCs). The airspace includes Minneapolis (ZMP), Chicago (ZAU), Kansas City (ZKC), Denver (ZDV), Salt Lake City (ZLC), Oakland (ZOA), Seattle Centers (ZSE), Los Angeles (ZLA), Albuquerque (ZAB), Fort Worth (ZFW), Memphis (ZME), and Houston (ZHU). Jacksonville (ZJX) and Miami (ZMA) are included for east-west routes only.

To develop a flight plan, select pitch and catch points based upon your desired route across the Phase I airspace. Filing requirements to pitch points, and from catch points, remain unchanged from current procedures. For the portion of the route between the pitch and catch points, non-restrictive routing is permitted.

Where pitch points for a specific airport are not identified, aircraft should file an appropriate departure procedure (DP), or any other user preferred routing prior to the NRR portion of their routing. Where catch points for a specific airport are not identified aircraft should file, after the NRR portion of their routing, an appropriate arrival procedure or other user preferred routing to their destination.

Additionally, information concerning the location and schedule of Special Use Airspace (SUA) and Air Traffic Control Assigned Airspace (ATCAA) can be found on the Web Site: <http://sua.faa.gov/sua/Welcomedo>. ATCAA refers to airspace in the high altitude structure supporting military and other special operations. Users are encouraged to file around these areas when they are scheduled to be active, thereby avoiding unplanned reroutes around them.

In conjunction with the HAR program RNAV routes have been established to provide for a systematic flow of air traffic in specific portions of the enroute flight environment. The designator for these RNAV routes begin with the letter Q, for example, Q-501. Where those routes aid in the efficient orderly management of air traffic they will be published as preferred IFR routes.

HAR Special High Altitude Pitch (entry) Points for Nonrestrictive Routing for Airports Located Outside HAR Phase I Expansion Airspace

Westbound traffic originating outside of HAR airspace entering ZMP, ZAU, ZKC and ZME can begin non-restrictive routing over any of the following pitch points (listed from north to south):

DLH, CESNA, GEP, BAE, MKG, GRR, PMM, GSH, CADIZ, FWA, VHP, FLM, IIU, PXV, SGF, RZC, BNA, SALMS, VUZ, BOYDD, MIE.

Traffic originating outside of HAR airspace may also begin Nonrestrictive Routing upon crossing the pitch line depicted on the associated graphic.

HAR Special High Altitude Pitch Points for Airports Located Within (below) HAR Phase I Expansion Airspace

This section lists pitch points for airports within the HAR Phase I expansion airspace.

Albuquerque	ABQ, GUP, HANOS or ZUN
Austin	ABI, FUZ, JCT, MQP, NAVYS, SJT or TNV
Boca Raton, FL	TBIRD KPASA Q118 LENIE or TBIRD KPASA Q116 CEEYA or TBIRD KPASA Q110 FEONA or TBIRD SMELZ Q106 BULZI or TBIRD SMELZ Q106 GADAY
Burbank includes Santa Monica and Van Nuys	GMN, MARKS or DAG LAS or HEC EED or PMD BLH
Chicago Terminal Area	IOW, PLL275065, MZV or BAE
Dallas/Fort Worth Terminal Area	ABI, LBB, GTH, CDS, MRMAC, IRW, TUL, MLC, TXK ELD, SWB or Aircraft destined the Chicago terminal area Except MDW EAKER MIDEE BDF BRADFORD-STAR or MLC J105 SGF BDF BRADFORD-STAR
Denver Terminal Area	PUB, DVC, DBL, RLG, EKR, LAR, MBW, CYS, BFF, HANKI, NATTI, ASHBY, BELKE, CABET, WEEDS, OR BINKE
Fort Lauderdale (or) Fort Lauderdale Executive	THNDR KPASA Q118 LENIE or THNDR KPASA Q116 CEEYA or THNDR KPASA Q110 FEONA or THNDR SMELZ Q106 GADAY or THNDR SMELZ Q106 BULZI
Houston Bush	LIT, ELD, MLC, JCT or Aircraft destined Atlanta Terminal Area LCH Q24 PAYTN HONIE-RNAV STAR or Aircraft joining J37 to the northeast, GUSTI SID GUSTI Q22 CATLN or Aircraft joining J42 to the northeast, EL DORADO SID ELD Q32 J42

Houston Hobby	LIT, ELD, MLC, JCT, or Aircraft joining J42 to the northeast, EL DORADO SID ELD Q32 J42
Jacksonville, FL	TAY
Kansas City Terminal Area	TIFTO, CATTS or KENTN
Los Angeles, includes Ontario	GMN, RZS or DAG LAS or TRM EED or TRM PKE
Las Vegas	DOBNE, MOSBI, NICLE, TRALR or ZELOT
Long Beach includes Orange County	GMN SNS, EHF, LANDO or TRM PKE or TRM EED
Memphis	BNA, HAAWK, SALMS or SQS
Miami Terminal Area	WINCO KPASA Q118 LENIE or WINCO KPASA Q116 CEEYA or WINCO KPASA Q110 FEONA or WINCO SMELZ Q106 GADAY or WINCO SMELZ Q106 BULZI
Milwaukee	GREAS
Minneapolis Terminal Area*	ONL, ABR, FAR, OBH, OVR, FOD
New Orleans Terminal Area	AEX, MEI, SQS, KAPLN
Orlando Terminal Area	WEBBS BRUTS Q118 LENIE or WEBBS GULFR Q116 CEEYA or WEBBS BULZI Q106 GADAY or WEBBS FEONA or WEBBS BULZI
Palm Beach, FL	TBIRD KPASA Q118 LENIE or TBIRD KPASA Q116 CEEYA or TBIRD KPASA Q110 FEONA or TBIRD SMELZ Q106 BULZI or TBIRD SMELZ Q106 GADAY
Palm Springs	TRM JOTNU BLD or TRM EED or TRM PKE
Phoenix	CHILY, CIE, CULTS, RSK, DOVEE, GCN, MESSI, SJN, DRYHT or MOHAK
Portland, OR	PDT, TIMEE

Salt Lake City

HVE, DTA, MLF, BCE, OAL, MTU, BVL, OCS, TWF, DBS, BPI
or
TCH J56 CHE
or
TCH J173 EKR

Saint Louis

VIH, MAP, MYERZ, MCM
or
HLV MCI

San Antonio Terminal Area

FUZ, SJT, MQP, ABI
or
Aircraft North of LFK, LFK
or
Aircraft South of HUB, ELA
or
Aircraft South of LFK and North of HUB LCH

San Diego

TRM EED
or
TRM PKE
or
TRM JOTNU BLD

San Francisco Bay Area

Oakland

San Jose

GALLI, INSLO, HAROL JSICA
GALLI, INSLO, HAROL JSICA
GALLI or INSLO

Seattle

BLUIT

Southwest Florida Airports
(RSW/FMY)

JOCKS KPASA Q118 LENIE
or
JOCKS KPASA Q116 CEEYA
or
JOCKS KPASA Q110 FEONA
or
JOCKS SMELZ Q106 GADAY
or
JOCKS SMELZ Q106 BULZI

Tampa Terminal Area

FEONA, BULZI
or
BRUTS Q118 LENIE
or
GULFR Q116 CEEYA
or
BULZI Q106 GADAY

*MSP area departures with destinations east of 93 degrees west longitude via preferred IFR routing.

Catch Points for Airports Located Outside HAR Phase I Expansion Airspace

This section lists exit points for aircraft destined to specific destinations which are outside the HAR Phase I airspace.

Atlanta Terminal Area

Aircraft through ZME airspace from ZKC airspace east of FAM, Pless Q19 BNA
or
Aircraft through ZME airspace from ZKC airspace west of FAM, ARG Q26 DEVA
or
MEM
or
Aircraft through ZME airspace from ZID airspace west of a line from VHP to BWG, BNA
or
Aircraft through ZME airspace from ZID airspace east of a line from VHP to BWG, BWG
or
Aircraft through ZME airspace from ZFW airspace, MEM
or
MEI HONIE (RNAV)–STAR
or
PATYN HONIE (RNAV)–STAR

Baltimore–Washington*	GIJ, GEP, FLM, IIU, BAE, VHP, WHETT, BNA or VUZ
Boston*	GEP, CRL, ECK, IIU, BNA or VUZ
Buffalo*	GEP, CRL
Hartford Bradley*	GEP, CRL
Canton–Akron*	GIJ, VHP, GEP
Charlotte	BNA, VUZ
Cincinnati Terminal Area	BNA, PXV or Aircraft north of SLC, JOT or Aircraft over or south of SLC, ENL or SLC or SFO departures, ENL, JOT
Cleveland Terminal Area*	OBK
Detroit Terminal Area	BAE MKG POLAR–STAR or VHP FWA MIZAR–STAR
Detroit Young	VHP FWA or LAN SPRTN–STAR
Indianapolis Terminal Area	BIB, SPI, JOT
Louisville	ENL, MEM
Newark*	GEP, VHP, FLM, IIU, BNA, VUZ or IOW GIJ J554 CRL J584 SLT FQM
New York Kennedy*	GEP, VHP, FLM, IIU, BNA, VUZ or DBQ J94 PMM J70 LVZ LENDY–STAR
New York LaGuardia*	GIJ, GEP, VHP, BAE, FLM, IIU, BNA, VUZ
Philadelphia Terminal Area*	GIJ, GEP, VHP, BAE, WHETT, BNA, VUZ
Pittsburgh Terminal Area*	VHP, GIJ, BAE, GEP
Pontiac	LFD, LAN, VHP, FWA, GEP
Providence	JHW, HEMDI, CESNA, GEP, GRB, TVC, ASP, VHP, IIU, BNA, VUZ
Raleigh–Durham	FLM, IIU, BNA, VUZ
Toronto Terminal Area	ECK, SVM, SSM, GEP
Teterboro*	GEP, VHP, CRL, BNA, VUZ
Washington Dulles/National*	GIJ, GEP, FLM, IIU, BAE, VHP, WHETT, BNA, VUZ
White Plains*	GEP, VHP, CRL, FLM, IIU, BNA, VUZ
Willow Run*	LAN, LFD, VHP, FWA, GEP

*Eastbound aircraft over flying ZMP center airspace entering Toronto center airspace, file direct SSM or via J63, J522, Q505, Q504, Q502, Q501

or
Entering ZAU or ZOB airspace from north of DPR J16 MCW, GEP

or
Entering ZAU or ZOB airspace from or south of DPR J16 MCW, CRL.

Catch Points for Airports Located Within (below) HAR Phase I Expansion Airspace

This section lists exit points for aircraft destined to airports which are below HAR Phase I airspace.

Albuquerque Terminal Area	CURLY CURLY–STAR or ESPAN FRIHO–STAR or LAVAN LAVAN–STAR or FTI FRIHO–STAR or MIERA MIERA–STAR
Austin Terminal Area	Aircraft west of a north–south line at LFK, BLEWE or Aircraft east of a north–south line at LFK, IDU or LLO
Boca Raton, FL	CEW DEFUN Q112 INPIN SHDAY (RNAV)–STAR Aircraft through ZHU remain south of ZME and ZTL airspace or DEFUN Q112 INPIN SHDAY (RNAV)–STAR Aircraft through ZHU remain south of ZME and ZTL airspace or SZW INPIN SHDAY (RNAV)–STAR
Chicago Midway	CVA MOTIF–STAR or PIA MOTIF–STAR or DBQ CVA MOTIF–STAR or LMN MOTIF–STAR
Chicago O'Hare Terminal Area	GEP DLL MSN JVL JANESVILLE–STAR or TVC PULLMAN–STAR or FOD DBQ JVL JANESVILLE–STAR or MCW JANESVILLE–STAR or GCK IRK BRADFORD–STAR
Dallas/Fort Worth Terminal Area	IRW, LOSZY, FSM, LIT, SQS, MLU, AEX, JUMBO, TQA, TURKI, HEATR Aircraft through ZME airspace from north and west of PXV, RZC, Q23 FSM or Aircraft through ZME airspace from east of PXV, PXV Q25 MEEOW or Aircraft through ZME airspace from J6 down to, but not including J52, LIT, SQS or Aircraft through ZME airspace from J52 and south of J52, SQS

Denver Terminal Area	OATHE DANDD-STAR
	or
	HGO QUAIL-STAR
	or
	LOPEC-STAR
	or
	ALS LARKS-STAR
	or
	HBU POWDR-STAR
	or
	EKR TOMSN-STAR
	or
	CHE TOMSN-STAR
	or
	BFF LANDR-STAR
	or
	LBF SAYGE-STAR
	or
	HCT SAYGE-STAR
	or
	RSK LARKS-STAR
	or
	LAA QUAIL-STAR
	or
	GCK J154 RYLIE DANDD-STAR
	or
	OCS J154 ALPOE RAMMS-STAR
	or
	YANKI J114 SNY LANDR-STAR
	or
	Aircraft filed BIL or east, MBW RAMMS-STAR
	CEW DEFUN Q104 PIE SWAGS (RNAV)-STAR
	Aircraft through ZHU airspace remain south ZME and ZTL airspace
	or
	SZW HEVVN Q104 PIE SWAGS (RNAV)-STAR
Ft Lauderdale or Ft Lauderdale Executive	CRP, CVE, LLO, LUKIY, SAT
	or
	Aircraft south and east of LLA, JEPEG
	or
	MISLE Q40 AEX
	or
	Aircraft north and east of SJI, SJI
	or
	Aircraft east of PXV, PXV Q31 DHART SWB
	or
Houston Bush	Aircraft north and west of PXV, PROWL Q33 DHART SWB
	CRP, ELLVR, SAT, SWB
	or
	Aircraft south and east of GIRLY, KCEEE
	or
	Aircraft north and east of SJI, SJI
	or
	BESOM Q38 ROKIT ROKIT-STAR
	or
	Aircraft east of PXV, PXV Q29 HARES SWB
Houston Hobby	or
	Aircraft north and west of PXV, PROWL Q33 DHART SWB
	GADAY ZOOSS TAY
	Aircraft through ZHU airspace remain south of ZME and ZTL airspace
	or
	ZOOSS TAY
Jacksonville	

John Wayne–Orange County	HEC, PGS, BLD or Aircraft south of TBC from ZAB airspace, HIPPI
Kansas City Terminal Area	LMN BRAYMER–STAR or PWE ROBINSON–STAR or EMP JHAWK–STAR
Las Vegas	DILCO, LIDAT, IGM or Aircraft over PGA or north of PGA KSINO or Aircraft south of PGA, PGS, LYNSY
Los Angeles Terminal Area	Aircraft North of TBC, HEC, PGS or Aircraft South of TBC from ZAB airspace, HIPPI, MESSI
Miami Terminal Area	CEW DEFUN Q104 CYY DEEDS (RNAV)–STAR Aircraft through ZHU airspace remain south ZME and ZTL and ZHU or SZW HEVVN Q104 CYY DEEDS (RNAV)–STAR
Minneapolis Terminal Area	Aircraft from north, west, south, FAR GOPHER–STAR or RWF SKETR–STAR or ALO KASPR–STAR or BRD GOPHER–STAR or BAE EAU CLAIRE–STAR or FOD TWOLF–STAR
Memphis Terminal Area	ARG, BWG, FSM, PXV, LIT, RZC, SQS, VUZ, BNA, GQO, ELD
Naples, FL	CEW DEFUN Q104 PLYER PIKKR (RNAV)–STAR Aircraft through ZHU AIRSPACE remain south of ZME and ZTL and ZHU airspace or SZW HEVVN Q104 PLYER PIKKR (RNAV)–STAR
Nashville	CCT, GHM, GUITR, TINGS, VOLLs
New Orleans Terminal Area	BLUEZ, GPT, LCH, MCB, TBD, FATSO
Oakland	ILA or KATTS PAMMY or Aircraft over or south of a line ILC J16 DVC REANA KATTS PAMMY or Aircraft from north of ILC, JOPER PAMMY or KATTS PAMMY or Aircraft over or south of ILC, REANA KATTS PAMMY
Orlando Terminal Area	GADAY Q108 CLAWZ LEESE–STAR Aircraft through ZHU airspace remain south of ZME/ZTL airspace or OTK LEESE–STAR

Palm Beach, FL	CEW DEFUN Q112 INPIN GULLO (RNAV)–STAR Aircraft through ZHU airspace remain south of ZME and ZTL airspace or SZW INPIN GULLO (RNAV)–STAR
Phoenix	CORKR DRK or Aircraft from ZDV airspace, GUP or Aircraft from ZAB airspace, ZUN, MOHAK, SSO or VYLLA TUS
Phoenix Satellites	FLG, SSO, MOHAK or VYLLA, TUS
Portland, OR Terminal Area	ARNIT BONVL–STAR or LARNO BONVL–STAR or MOXEE MOXEE–STAR
St. Louis Terminal Area	SGF TRAKE–STAR or BUM TRAKE–STAR or ANX TRAKE–STAR or LMN IRK RIVRS–STAR or RBS VANDALIA–STAR
Salt Lake City Terminal Area	JNC J12 HELPR SPANE–STAR or EKR MTU SPANE–STAR or BCE DTA–TCH or MLF DTA–TCH or BVL BONNEVILLE–STAR or BYI BEARR–STAR or PIH BEARR–STAR or DBS BRIGHAM CITY–STAR or JAC BRIGHAM CITY–STAR or BPI BRIGHAM CITY–STAR or OCS BRIGHAM CITY–STAR
San Diego Terminal Area	EED, LAX, GBN
Santa Ana	HEC, PGS, BLD, HIPPI
San Antonio Terminal Area	IDU, CSI, JCT, LLO, CRP, LRD or West of a north–south line at LFK, BLEWE or East of a north–south line at LFK, IDU

San Francisco

FMG GOLDEN GATE–STAR
or
MVA MODESTO–STAR
or
ENI GOLDEN GATE–STAR
or
OAL MODESTO–STAR
or
South of a line ILC to DVC,
REANA KATTS OAL MODESTO–STAR

San Jose

FMG HYP EL NIDO–STAR
or
OAL HYP EL NIDO–STAR
or
ENI GOLDEN GATE–STAR
or
South of a line ILC to DVC,
REANA KATTS KICHI CANDA EL NIDO–STAR

Seattle Terminal Area

Aircraft from northeast, southeast, south,
TEMPL GLASR–STAR
or
SUNED CHINS–STAR
or
BTG OLMYPIA–STAR

Southwest Florida Airports
RSW and FMY

CEW DEFUN Q104 SWABE JOSFF–STAR
Aircraft through ZHU airspace remain south of ZME and Z
airspace
or
SZW HEVVN Q104 SWABE JOSFF–STAR

Tampa Terminal Area

CEW DEFUN Q104 HEVVN DARBS–STAR
Aircraft through ZHU airspace remain south of ZME and Z
airspace
or
SZW DARBS–STAR

Tucson

DRK PXR
or
MOHAK GBN

VISUAL FLIGHT RULES (VFR) WAYPOINTS

VFR Waypoint names consist of five letters beginning with "VP". Stand-alone VFR Waypoints are portrayed on VFR Charts using the same four-point star symbol currently used for Instrument Flight Rules (IFR) Waypoints.

VFR Waypoints collocated with Visual Checkpoints (Visual Reporting Points) are portrayed with a Visual Check Point flag.

The VFR Waypoint name is shown in parentheses adjacent to the Visual Check Point name.

VFR Waypoint names are not intended to be pronounceable and shall not be used in ATC communications.

CAUTION: GPS accuracy necessitates extra vigilance for other aircraft when navigating near any fix retrieved from a GPS database.

BALTIMORE–WASHINGTON TERMINAL AREA CHART/FLYWAY CHART

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPAXI	_____	N38°34.57' /W076°20.38'
VPONX	_____	N39°06.65' /W076°55.92'
VPPOF	_____	N38°56.32' /W076°36.90'

BOSTON HELICOPTER CHART

VPBAY	_____	N42°16.17' /W070°49.48'
VPBLT	_____	N42°19.67' /W070°53.40'
VPCGS	_____	N42°22.08' /W071°03.13'
VPEVS	_____	N42°23.52' /W071°04.10'
VPFEN	_____	N42°12.58' /W071°08.88'
VPFRE	_____	N42°25.03' /W071°12.32'
VPGLV	_____	N42°21.88' /W070°52.18'
VPHAM	_____	N42°30.13' /W071°07.15'
VPPIK	_____	N42°20.37' /W071°15.93'
VPQUA	_____	N42°12.10' /W071°04.78'
VPQUB	_____	N42°12.60' /W070°59.83'
VPSPF	_____	N42°24.20' /W071°09.47'
VPTOB	_____	N42°31.42' /W070°59.82'
VPWAN	_____	N42°36.88' /W071°19.45'

BOSTON TERMINAL AREA CHART

VPCOH	COHASSET	N42°13.58' /W070°48.94'
VPCUT	CUTTYHUNK HARBOR	N41°25.50' /W070°55.03'
VPFRA	FRAMINGHAM SHOPPING CENTER	N42°18.16' /W071°23.65'
VPHOL	WOODS HOLE	N41°31.06' /W070°40.60'
VPHUL	HULL	N42°18.20' /W070°55.30'
VPLPT	NANTUCKET GREAT POINT	N41°23.41' /W070°02.78'
VPNED	NEEDHAM TOWERS	N42°18.51' /W071°14.64'
VPPEA	PEABODY SHOPPING CENTER	N42°32.52' /W070°56.69'
VPROC	ROCKINGHAM RACE TRACK	N42°46.29' /W071°13.57'
VPSCI	SCITUATE	N42°11.89' /W070°43.69'
VPTPT	NANTUCKET THIRD POINT	N41°18.51' /W070°03.37'
VPTUC	TUCKERNUCK	N41°18.31' /W070°15.43'
VPWAK	WAKEFIELD	N42°30.72' /W071°05.24'
VPWAN	WANG TOWERS	N42°36.88' /W071°19.45'

CHARLOTTE SECTIONAL CHART

VPATO	_____	N34°37.37' /W076°31.47'
VPAVA	_____	N34°57.00' /W077°16.50'
VPBFE	_____	N32°16.38' /W080°47.50'
VPBRA	_____	N36°13.75' /W076°08.08'
VPGCE	_____	N36°03.90' /W076°36.42'
VPGHI	_____	N35°15.30' /W075°31.25'
VPGIO	_____	N35°32.50' /W076°37.33'
VPKJU	_____	N35°26.58' /W076°10.22'
VPLMN	_____	N34°55.43' /W077°46.42'
VPMAB	_____	N34°42.20' /W077°03.50'
VPNPO	ISLE OF PALMS	N32°47.78' /W079°46.45'
VPOKY	_____	N35°06.53' /W075°59.17'
VPREP	_____	N32°33.98' /W080°21.82'
VPRRS	_____	N33°25.45' /W079°07.60'
VPUMO	_____	N35°35.63' /W075°28.08'
VPWZO	_____	N36°00.87' /W075°40.07'
VPZIE	_____	N32°01.62' /W080°53.42'

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VFR WAYPOINTS

DENVER TERMINAL AREA CHART/FLYWAY CHART

VPBEN	_____	N39°44.28' /W104°26.00
VPFTG	_____	N39°44.35' /W104°32.75
VPNIC	NORTH INTERCHANGE	N39°58.90' /W104°59.27

HOUSTON TERMINAL AREA CHART/FLYWAY CHART

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPBWY	_____	N29°46.25' /W095°09.24
VPDTN	_____	N29°46.59' /W095°22.01
VPGLA	_____	N30°08.32' /W095°06.62
VPGLB	_____	N30°07.80' /W094°55.70
VPKTY	_____	N29°47.05' /W095°44.92
VPPLN	_____	N30°08.80' /W095°50.42
VPRSN	_____	N29°30.00' /W095°41.00
VPSND	_____	N29°23.13' /W095°28.86
VPSNT	_____	N29°49.29' /W094°53.94
VPTNE	_____	N29°47.48' /W095°03.34
VPTNW	_____	N29°47.06' /W095°33.81
VPTRK	_____	N29°24.06' /W095°10.44

JACKSONVILLE SECTIONAL CHART

VPAFI	_____	N31°49.35' /W081°51.07
VPAFY	_____	N30°07.00' /W081°21.33
VPBEC	_____	N29°46.25' /W081°15.10
VPCJA	_____	N29°30.00' /W081°06.00
VPCKY	_____	N28°46.50' /W082°34.00
VPCNY	_____	N28°30.00' /W080°45.00
VPDAD	DADE CITY	N28°22.57' /W082°11.25
VPDAR	_____	N31°22.38' /W081°24.13
VPDFI	_____	N29°00.17' /W081°20.85
VPDUT	_____	N27°37.70' /W082°09.10
VPEAR	CLEARWATER BEACH	N27°58.67' /W082°49.83
VPEGV	_____	N29°39.97' /W081°24.87
VPFFU	_____	N28°57.08' /W081°00.33
VPGPE	ST PETE BEACH	N27°43.50' /W082°44.67
VPHAA	_____	N30°04.02' /W083°40.02
VPHUC	_____	N28°19.87' /W082°43.77
VPIWA	MIDWAY	N31°48.33' /W081°25.85
VPJMY	_____	N29°26.92' /W081°18.27
VPKER	LAKE PARKER	N28°04.00' /W081°56.00
VPLEV	_____	N28°48.00' /W080°52.00
VPLJA	_____	N29°00.00' /W080°51.00
VPMAI	_____	N30°50.02' /W084°56.63
VPTLH	_____	N30°32.70' /W083°52.22
VPXZY	_____	N29°35.00' /W083°10.00
VPYIW	_____	N30°42.28' /W081°27.25
VPZIE	_____	N32°01.62' /W080°53.42

KANSAS CITY SECTIONAL CHART

VPAGO	_____	N37°50.33' /W090°29.03
VPBEK	_____	N37°15.07' /W092°30.67
VPDEN	_____	N37°46.75' /W092°19.20
VPENE	_____	N37°44.75' /W091°55.78
VPESS	_____	N36°59.48' /W091°00.88
VPFME	_____	N37°41.00' /W092°38.33
VPGXY	_____	N37°15.50' /W091°40.17
VPMBE	_____	N37°11.08' /W090°27.92
VPMKE	_____	N37°24.47' /W092°40.00
VPROV	_____	N38°01.72' /W091°12.81
VPUTT	_____	N37°52.05' /W092°01.20

SW. 23 SEP 2010 to 18 NOV 2010

VPATN	ATCHISON	N39°33.62' /W095°07.65'
VPBGS	BLUE SPRINGS	N39°01.82' /W094°16.32'
VPBSP	BONNER SPRINGS	N39°03.78' /W094°53.10'
VPCHB	CHOUTEAU BRIDGE	N39°08.77' /W094°32.03'
VPDSO	DE SOTO	N38°58.68' /W094°58.48'
VPESG	EXCELSIOR SPRINGS	N39°20.68' /W094°13.77'
VPGTB	GARRETSBURG	N39°40.92' /W094°41.45'
VPLAT	LATHROP WATER TANK	N39°32.87' /W094°20.00'
VPLEN	LENEXA	N38°57.77' /W094°43.68'
VPLVL	LONGVIEW LAKE	N38°54.63' /W094°28.28'
VPMCL	MC LOUTH	N39°11.65' /W095°12.50'
VPNHA	NASHUA	N39°17.83' /W094°34.80'
VPSCX	SPORTS COMPLEX	N39°03.00' /W094°29.02'
VPSKR	SUGAR CREEK REFINERY	N39°07.00' /W094°27.02'
VSPK	SWOPE PARK	N39°00.47' /W094°31.93'
VPTSK	TWIN STACKS	N39°09.05' /W094°38.22'
VPWOF	WORLDS OF FUN	N39°10.42' /W094°29.12'

VPOR0 _____ N43°57.38' / W123°02.22'

VPANA		N33°44.43' /W117°50.03'
VPART	MAGNOLIA	N33°51.45' /W117°58.92'
VPAUT	HWY 91 & 55	N33°50.63' /W117°49.57'
VPBOB		N33°59.60' /W117°21.45'
VPCAR		N33°49.90' /W118°17.23'
VPONG	CONEJO GRADE US HWY 101	N34°12.54' /W118°59.61'
VPCOR		N33°52.90' /W117°32.95'
VPCRX		N34°01.40' /W117°44.88'
VPCSU	CSU CHANNEL ISLANDS	N34°09.76' /W119°02.53'
VPDOW		N33°56.47' /W118°05.80'
VPELA		N34°00.98' /W118°10.35'
VPETY		N33°38.70' /W117°44.12'
VPFCB		N34°02.03' /W118°01.63'
VPFPL	OXNARD FINANCIAL PLAZA	N34°13.71' /W119°10.39'
VPGOL		N34°09.33' /W118°17.37'
VPIMP		N33°55.85' /W118°16.85'
VPKAT		N33°48.23' /W117°54.22'
VPKEL		N34°03.92' /W117°48.40'
VPLAC		N34°03.75' /W118°14.93'
VPLLU		N34°03.85' /W117°17.82'
VPLQM	QUEEN MARY	N33°45.17' /W118°11.37'
VPLRT	SANTA ANITA RACE TRACK	N34°08.45' /W118°02.65'
VPLVT	VINCENT THOMAS BRIDGE	N33°44.97' /W118°16.32'
VPMDR		N33°59.27' /W118°23.97'
VPNEW	NEWHALL PASS	N34°20.18' /W118°30.72'
VPNUY		N34°09.63' /W118°28.18'
VPPCH		N33°28.07' /W117°40.32'
VPPKC		N34°03.32' /W118°12.83'
VPPOR		N34°00.10' /W117°50.12'
VPRRT		N33°59.37' /W118°16.83'
VPSEP		N34°05.80' /W118°28.63'
VPSFR		N34°17.45' /W118°28.07'
VPSTC	SATICOY BRIDGE	N34°16.62' /W119°08.34'
VPSTK		N34°13.97' /W118°24.60'

388 VFR WAYPOINTS		
LOS ANGELES SECTIONAL CHART		
WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPCNG	CONEJO GRADE US HWY 101	N34°12.54' /W118°59.61
VPCSU	CSU CHANNEL ISLANDS	N34°09.76' /W119°02.53
VPFPL	OXNARD FINANCIAL PLAZA	N34°13.71' /W119°10.39
VPSTC	SATICOY BRIDGE	N34°16.62' /W119°08.34

LOS ANGELES TERMINAL AREA CHART/FLYWAY CHART		
VPCNG	CONEJO GRADE US HWY 101	N34°12.54' /W118°59.61
VPCSU	CSU CHANNEL ISLANDS	N34°09.76' /W119°02.53
VPGTY	GETTY CENTER	N34°04.84' /W118°28.66
VPLBP	BANNING PASS	N33°56.05' /W116°59.63
VPLCC	CHAFFEY COLLEGE	N34°08.87' /W117°34.33
VPLCP	CAJON PASS	N34°18.07' /W117°27.68
VPLDL	DISNEYLAND	N33°48.72' /W117°55.13
VPLDP	DANA POINT	N33°27.62' /W117°42.87
VPLDS	DODGER STADIUM	N34°04.42' /W118°14.42
VPLFX	91/605 INTERCHANGE	N33°52.38' /W118°06.08
VPLGP	GRIFFITH PARK OBSERVATORY	N34°07.10' /W118°18.02
VPLHF	110/405 FWYS	N33°51.42' /W118°17.10
VPLHP	HUNTINGTON PIER	N33°39.32' /W118°00.25
VPLKH	KING HARBOR	N33°50.75' /W118°23.88
VPLLC	L.A. COLISEUM	N34°00.83' /W118°17.27
VPLLM	LAKE MATHEWS	N33°50.58' /W117°26.85
VPLMM	MAGIC MOUNTAIN	N34°26.20' /W118°36.28
VPLMS	MILE SQUARE PARK	N33°43.40' /W117°56.77
VPLPD	PRADO DAM	N33°53.40' /W117°38.48
VPLPP	PACIFIC PALISADES	N34°02.13' /W118°32.15
VPLQM	QUEEN MARY	N33°45.17' /W118°11.37
VPLRB	ROSE BOWL	N34°09.67' /W118°10.05
VPLRT	SANTA ANITA RACE TRACK	N34°08.45' /W118°02.65
VPLSA	SANTA ANA CANYON	N33°52.03' /W117°42.68
VPLSB	SANTA FE FLOOD BASIN	N34°07.72' /W117°57.30
VPLSC	STATE COLLEGE	N33°52.97' /W117°53.13
VPLSF	SAN FERNANDO RESERVOIR	N34°17.87' /W118°29.00
VPLSP	SIGNAL PEAK	N33°36.33' /W117°48.63
VPLSR	HAWTHORNE & 405 FREEWAY	N33°53.07' /W118°21.13
VPLSS	SANTA SUSANA PASS	N34°16.00' /W118°38.43
VPLTW	TUJUNGA WASH & FOOTHILL	N34°16.40' /W118°20.30
VPLVT	VINCENT THOMAS BRIDGE	N33°44.97' /W118°16.32
VPLWT	WATER TANK	N34°10.82' /W118°46.27
VPNEW	NEWHALL PASS	N34°20.18' /W118°30.72
VPSTC	SATICOY BRIDGE	N34°16.62' /W119°08.34

MIAMI SECTIONAL CHART		
VPACH	HOLLYWOOD BEACH	N26°00.92' /W080°06.93
VPBOV	_____	N27°57.00' /W080°46.75
VPCLE	_____	N26°27.07' /W082°00.88
VPCTE	_____	N26°09.28' /W081°20.70
VPDAD	DADE CITY	N28°22.57' /W082°11.25
VPDUT	_____	N27°37.70' /W082°09.10
VPDZE	_____	N27°19.00' /W080°44.17
VPEAR	CLEARWATER BEACH	N27°58.67' /W082°49.83
VPEDY	ANDYTOWN TOLLGATE	N26°08.78' /W080°28.00
VPFAH	_____	N26°25.40' /W081°29.67
VPGPE	ST PETE BEACH	N27°43.50' /W082°44.67
VPHRO	_____	N27°05.97' /W082°12.20
VPHUC	_____	N28°19.87' /W082°43.77
VPIBR	_____	N27°12.47' /W081°40.22
VPKER	LAKE PARKER	N28°04.00' /W081°56.00
VPKOE	_____	N24°40.08' /W081°20.55
VPLYY	_____	N24°49.07' /W080°49.17
VPMBO	GULFSTREAM PARK	N25°58.57' /W080°08.17
VPOBA	PUMPING STATION	N26°28.30' /W080°26.75
VPRBI	_____	N25°50.67' /W080°55.18
VPRNL	RANGER STATION	N25°22.92' /W080°36.58
VPWMO	_____	N27°03.00' /W080°35.00

MIAMI TERMINAL AREA CHART/FLYWAY CHART

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPACH	HOLLYWOOD BEACH	N26°00.92' /W080°06.93'
VPEDY	ANDYTOWN TOLLGATE	N26°08.78' /W080°28.00'
VPMBO	GULFSTREAM PARK	N25°58.57' /W080°08.17'
VPOBA	PUMPING STATION	N26°28.30' /W080°26.75'
VPRBI		N25°50.67' /W080°55.18'
VPRNL	RANGER STATION	N25°22.92' /W080°36.58'

NEW ORLEANS SECTIONAL CHART

VPGPT		N30°25.95' /W089°05.62'
VPLIP	PHILLIPS INLET	N30°16.23' /W085°59.25'
VPMAI		N30°50.02' /W084°56.63'
VPMOB		N30°23.00' /W088°31.72'
VPRAM		N30°18.95' /W089°35.88'
VPRER		N30°13.87' /W085°20.67'
VPRIV		N30°54.85' /W087°57.82'
VPSAW		N30°49.65' /W089°07.42'
VPTHR		N30°19.93' /W087°08.50'

NEW YORK HELICOPTER CHART

VPJAY		N40°59.00' /W073°07.00'
VPLYD		N40°57.37' /W073°29.59'
VPROK		N40°52.70' /W073°44.24'

PHOENIX TERMINAL AREA CHART/FLYWAY CHART

VPALL	ALLENVILLE	N33°20.97' /W112°35.20'
VPAQU	AQUEDUCT PUMPING STATION	N33°40.05' /W112°41.38'
VPARM	ARROWHEAD MALL	N33°38.52' /W112°13.48'
VPAWG	AHWATUKEE GOLF COURSE	N33°19.98' /W111°59.08'
VPAMZ	ARIZONA MILLS	N33°23.43' /W111°57.88'
VPBAR	BARTLETT DAM	N33°49.10' /W111°37.92'
VPCCC	COUNTRY CLUB & CANAL	N33°30.73' /W111°50.37'
VPCLN	CANAL	N33°33.23' /W111°46.89'
VPFRB	FIREBIRD LAKE	N33°16.35' /W111°58.10'
VPFTN	FOUNTAIN HILLS	N33°36.12' /W111°42.72'
VPGLX	GILA CROSSING	N33°16.55' /W112°10.08'
VPGPP	GLENDALE POWER PLANT	N33°33.27' /W112°13.00'
VPMAR	MARICOPA	N33°03.42' /W112°02.88'
VPMHS	MESQUITE HIGH SCHOOL	N33°20.53' /W111°49.58'
VPNRV	NEW RIVER	N33°55.08' /W112°08.45'
VPNTT	NORTH TEST TRACK	N33°03.50' /W111°55.83'
VPPIR	PIR	N33°22.52' /W112°18.90'
VPQTR	QUINTERO GOLF COURSE	N33°49.53' /W112°23.58'
VPRVC	RIO VERDE COMMUNITY	N33°44.37' /W111°39.62'
VPSMC	SOUTH MOUNTAIN COLLEGE	N33°23.02' /W112°02.12'
VPSQP	SQUAW PEAK	N33°32.83' /W112°01.27'
VPSSS	SUPERSTITION SPRINGS MALL	N33°23.50' /W111°41.37'
VPSTN	SANTAN MOUNTAINS	N33°09.23' /W111°40.92'
VPSTT	SOUTH TEST TRACK	N32°56.25' /W111°59.67'
VPZZZ		N33°20.18' /W111°26.53'

ST LOUIS TERMINAL AREA CHART/FLYWAY CHART

VPAGN	TV ANTENNA	N38°32.08' /W090°22.42'
VPBPE		N38°23.80' /W090°20.38'
VP CJY	HOLIDAY SHORES	N38°55.00' /W089°56.00'
VPCOJ	WINFIELD DAM	N39°00.28' /W090°41.23'
VPDFA	JEFFERSON BARRACKS BRIDGE	N38°29.18' /W090°16.47'
VPEAZ	BUSCH STADIUM	N38°37.43' /W090°11.55'
VPEDZ	WATER TANKS	N38°45.30' /W090°34.87'
VPEGR	GAS TANKS	N38°35.80' /W090°19.32'
VPEOX	ST PETERS	N38°47.17' /W090°39.25'

390		VFR WAYPOINTS
WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPFAI	HOWELL ISLAND	N38°40.00' /W090°43.00
VPFFY		N38°55.37' /W090°17.30
VPGPF		N38°35.60' /W090°26.92
VPGVI		N38°32.30' /W090°27.80
VPHRQ	CHAIN OF ROCKS BRIDGE	N38°45.88' /W090°10.42
VPIBO	WATERLOO	N38°20.00' /W090°09.00
VPJMU	HORSESHOE LAKE	N38°41.00' /W090°05.00
VPKNY	PACIFIC	N38°29.00' /W090°44.00
VPLES	ST CHARLES	N38°47.00' /W090°30.00
VPLIW	SIX FLAGS	N38°30.67' /W090°40.47
VPLXU	GATEWAY ARCH	N38°37.50' /W090°11.00
VPNSY	WOOD RIVER REFINERIES	N38°50.00' /W090°05.00
VPNZY	WENTZVILLE	N38°48.83' /W090°50.98
VPRAZ	JERSEYVILLE	N39°07.00' /W090°20.00
VPRMO	FOREST PARK	N38°38.00' /W090°17.00
VPWKO	COLUMBIA	N38°27.00' /W090°12.00
VPXXI	MILLSTADT	N38°27.50' /W090°05.68
VPYID	MOSENTHEIN ISLAND	N38°43.00' /W090°12.25

SALT LAKE CITY HELICOPTER CHART

VPAIR	SALT AIR	N40°44.85' /W112°11.22
VPBEE	SOUTH INTERCHANGE	N40°38.18' /W111°54.23
VPBRN	BARN	N40°54.28' /W112°10.15
VPCAP	STATE CAPITOL	N40°46.67' /W111°53.25
VPCHS		N40°42.28' /W112°05.92
VPCOP	BINGHAM COPPER MINE	N40°31.38' /W112°09.00
VPCWY	CAUSEWAY	N41°05.37' /W112°07.17
VPCYN	PARLEYS CANYON	N40°42.67' /W111°48.10
VPFPC	FREE PORT CENTER	N41°05.92' /W112°02.27
VPFPK	FRANCIS PEAK	N41°01.98' /W111°50.30
VPGFS	GARFIELD STACK	N40°43.28' /W112°11.88
VPHVE	SPAGHETTI BOWL	N40°43.50' /W111°54.22
VPJRT	JORDAN RIVER TEMPLE	N40°35.02' /W111°55.58
VPKSL	KSL ANTENNA	N40°46.80' /W112°05.80
VPLGN	LAGOON AMUSEMENT PARK	N40°59.08' /W111°53.57
VPMDH	MCKAY DEE HOSPITAL	N41°11.50' /W111°57.08
VPMMT	MICROWAVE TOWERS	N40°48.50' /W111°53.37
VPMSH		N41°01.67' /W112°02.47
VPNSL		N40°50.15' /W111°54.90
VPNTP		N41°03.57' /W112°14.23
VPOGE	GRAIN ELEVATOR	N41°13.13' /W112°00.45
VPOPS	POWER STATION	N41°20.38' /W112°02.78
VPPEN	STATE PRISON	N40°29.88' /W111°53.62
VPPPT	PROMONTORY POINT	N41°12.28' /W112°25.73
VPPTM	POINT OF THE MOUNTAIN	N40°27.42' /W111°54.83
VPPVO	PROVO CANYON	N40°18.77' /W111°39.45
VPRWY		N40°48.48' /W112°00.33
VPSLC	I-15/I-80 INTERCHANGE	N40°45.83' /W111°54.85
VPTIP	SOUTH TIP	N40°50.93' /W112°10.92
VPWBR	WEBER CANYON	N41°08.17' /W111°54.83
VPWBT		N40°38.00' /W112°03.33

SALT LAKE CITY TERMINAL AREA CHART/FLYWAY CHART

VPAIR	SALT AIR	N40°44.85' /W112°11.22
VPBEE	SOUTH INTERCHANGE	N40°38.18' /W111°54.23
VPBRN	BARN	N40°54.28' /W112°10.15
VPCAP	STATE CAPITOL	N40°46.67' /W111°53.25
VPCHS		N40°42.28' /W112°05.92
VPCOP	BINGHAM COPPER MINE	N40°31.38' /W112°09.00
VPCVI	CENTERVILLE INTERCHANGE	N40°55.30' /W111°53.43
VPCWY	CAUSEWAY	N41°05.37' /W112°07.17
VPCYN	PARLEYS CANYON	N40°42.67' /W111°48.10
VPFPC	FREE PORT CENTER	N41°05.92' /W112°02.27
VPFPK	FRANCIS PEAK	N41°01.98' /W111°50.30
VPGFS	GARFIELD STACK	N40°43.28' /W112°11.88

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPHVE	SPAGHETTI BOWL	N40°43.50'/W111°54.22'
VPJRT	JORDAN RIVER TEMPLE	N40°35.02'/W111°55.58'
VPKSL	KSL ANTENNA	N40°46.80'/W112°05.80'
VPLGN	LAGOON AMUSEMENT PARK	N40°59.08'/W111°53.57'
VPMDH	MCKAY DEE HOSPITAL	N41°11.50'/W111°57.08'
VPMMT	MICROWAVE TOWERS	N40°48.50'/W111°53.37'
VPMSh	_____	N41°01.67'/W112°02.47'
VPNSL	_____	N40°50.15'/W111°54.90'
VPNTP	_____	N41°03.57'/W112°14.23'
VPOGE	GRAIN ELEVATOR	N41°13.13'/W112°00.45'
VPOPS	POWER STATION	N41°20.38'/W112°02.78'
VPPEP	STATE PRISON	N40°29.88'/W111°53.62'
VPPTT	PROMONTORY POINT	N41°12.28'/W112°25.73'
VPPTM	POINT OF THE MOUNTAIN	N40°27.42'/W111°54.83'
VPVVO	PROVO CANYON	N40°18.77'/W111°39.45'
VPRWY	_____	N40°48.48'/W112°00.33'
VPSLC	I-15/I-80 INTERCHANGE	N40°45.83'/W111°54.85'
VPTIP	SOUTH TIP	N40°50.93'/W112°10.92'
VPUOU	U OF U EVENTS CENTER	N40°45.73'/W111°50.28'
VPWBR	WEBER CANYON	N41°08.17'/W111°54.83'
VPWBT	_____	N40°38.00'/W112°03.33'
VPZOO	HOGLE ZOO	N40°45.00'/W111°48.95'

SAN DIEGO TERMINAL AREA CHART/FLYWAY CHART

VPLDP	DANA POINT	N33°27.62'/W117°42.87'
VPLSP	SIGNAL PEAK	N33°36.33'/W117°48.63'
VPOCN	_____	N33°14.15'/W117°26.63'
VPSBC	BARONA CASINO	N32°56.25'/W116°52.60'
VPSBL	_____	N33°05.18'/W117°18.55'
VPSBM	BLACK MOUNTAIN	N32°58.87'/W117°07.00'
VPSCF	_____	N32°48.55'/W117°09.17'
VPSCM	COWLES MOUNTAIN	N32°48.72'/W117°01.97'
VPSCP	CRYSTAL PIER	N32°47.77'/W117°15.42'
VPSCR	_____	N32°39.37'/W117°07.30'
VPSFB	IRON MOUNTAIN	N32°58.25'/W116°57.33'
VPSLJ	LAKE JENNINGS	N32°51.53'/W116°53.28'
VPSMB	_____	N32°45.57'/W117°12.22'
VPSMP	_____	N33°22.70'/W117°36.75'
VPSMS	MOUNT SOLEDAD	N32°50.40'/W117°15.10'
VPSMV	_____	N32°45.75'/W117°09.80'
VPSMW	MOUNT WOODSON	N33°00.52'/W116°58.23'
VPSOP	OTAY MESA PRISON	N32°35.82'/W116°55.28'
VPSOT	LOWER OTAY LAKE	N32°37.73'/W116°55.38'
VPSPL	SOUTH POINT LOMA	N32°39.90'/W117°14.55'
VPSPP	POWER PLANT	N33°08.25'/W117°20.23'
VPSQS	QUALCOMM STADIUM	N32°46.98'/W117°07.23'
VPSRT	DEL MAR RACE TRACK	N32°58.58'/W117°15.95'
VPSRM	SAN MIGUEL MOUNTAIN	N32°41.78'/W116°56.18'
VPSSV	SAN VICENTE ISLAND	N32°55.53'/W116°55.00'
VPSTP	TORREY PINES GOLF COURSE	N32°54.17'/W117°14.68'
VPSPA	_____	N33°11.48'/W117°16.38'

SAN FRANCISCO SECTIONAL CHART

VPKGB	KINGSBURY GRADE	N38°58.75'/W119°53.20'
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SAN FRANCISCO TERMINAL AREA CHART/FLYWAY CHART

VPALT	ALTAMONT PASS	N37°44.35'/W121°35.42'
VPANT	ANTIOCH BRIDGE	N38°01.45'/W121°45.02'
VPBBR	BENICIA BRIDGE	N38°02.50'/W122°07.45'
VPICAL	CALAVERAS RESERVOIR	N37°28.16'/W121°48.93'
VPGBT	LAKE CHABOT	N37°43.68'/W122°06.94'
VPCOY	COYOTE HILLS	N37°32.50'/W122°05.06'
VPCQZ	CARQUINEZ BRIDGE	N38°03.66'/W122°13.52'
VPCRL	_____	N37°11.00'/W121°41.06'
VPCRY	CRYSTAL SPRINGS CAUSEWAY	N37°30.56'/W122°21.10'

WAYPOINT IDENT

VPDUB

VPEMB

WAYPOINT IDENT

VPCSH

VPDAM

VPDLR

VPDUB

VPEMB

VPGGF

VPGIL

VPHHH

VPKGO

VPLEX

VPMID

VPMOR

VPNUM

VPPAC

VPPRU

VPSAR

VPSLA

VPSTB

VPSUN

VPUTC

VPWAL

VPWAM

VPWFR

COLLOCATED VFR CHECKPOINT

DUBLIN

EMBASSY SUITES

COLLOCATED VFR CHECKPOINT

CAL STATE UNIVERSITY

DEL VALLE DAM

DUBLIN

EMBASSY SUITES

GOLDEN GATE FIELDS

GILROY

HAMILTON

KGO

LEXINGTON RESERVOIR

MID-SPAN SAN MATEO BRIDGE

MORMON TEMPLE

NUMMI PLANT

PRUNEYARD

SARATOGA

SLAC/LINEAR ACCELERATOR

STINSON BEACH

SUNOL GOLF COURSE

U.T.C.

WALNUT CREEK

CEMENT PLANT

LOCATION

N37°42.06'/W121°55.36

N37°26.05'/W121°53.83

LOCATION

N37°39.52'/W122°03.52

N37°36.91'/W121°44.78

N37°07.00'/W121°47.06

N37°42.06'/W121°55.36

N37°26.05'/W121°53.83

N37°53.07'/W122°18.71

N37°01.37'/W121°33.99

N38°03.58'/W122°30.66

N37°31.58'/W122°06.10

N37°11.66'/W121°59.18

N37°36.28'/W122°11.81

N37°48.46'/W122°11.95

N37°29.56'/W121°56.58

N37°38.00'/W122°32.07

N37°17.33'/W121°56.01

N37°15.26'/W122°02.33

N37°24.75'/W122°14.35

N37°54.45'/W122°40.41

N37°34.85'/W121°53.23

N37°13.93'/W121°41.35

N37°53.78'/W122°04.30

N37°30.28'/W122°10.00

N37°30.88'/W122°12.26

TAMPA/ORLANDO TERMINAL AREA CHART/FLYWAY CHART

VPBOV

VPCNY

VPDAD

VPDFI

VPDUT

VPEAR

VFFFU

VPGPE

VPHUC

VPKER

VPLEV

VPLJA

DADE CITY

CLEARWATER BEACH

ST PETE BEACH

LAKE PARKER

N27°57.00'/W080°46.75

N28°30.00'/W080°45.00

N28°22.57'/W082°11.25

N29°00.17'/W081°20.85

N27°37.70'/W082°09.10

N27°58.67'/W082°49.83

N28°57.08'/W081°00.33

N27°43.50'/W082°44.67

N28°19.87'/W082°43.77

N28°04.00'/W081°56.00

N28°48.00'/W080°52.00

N29°00.00'/W080°51.00

WASHINGTON SECTIONAL CHART

VPACE

VPAXI

VPBRA

VPGCE

VPWZO

N38°07.82'/W076°48.75

N38°34.57'/W076°20.38

N36°13.75'/W076°08.08

N36°03.90'/W076°36.42

N36°00.87'/W075°40.07

VOR RECEIVER CHECKPOINTS AND VOR TEST FACILITIES (VOT)

The use of VOR airborne and ground checkpoints is explained in Aeronautical Information Manual, Basic Flight Information and ATC Procedures.

NOTE: Under columns headed "Type of Checkpoint" & "Type of VOT Facility" G stands for ground. A/ stands for airborne followed by figures (2300) or (1000–3000) indicating the altitudes above mean sea level at which the check should be conducted. Facilities are listed in alphabetical order, in the state where the checkpoints or VOTs are located.

ARIZONA VOR RECEIVER CHECKPOINTS

Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag.	Dist. from Fac. N.M.	Checkpoint Description
Bard	116.8/BZA	A/2000	242	5.9	Over interstate 8 freeway crossing canal.
Drake (Ernest A. Love Fld).....	114.1/DRK	A/7000	124	5.0	Over apch end Rwy 30.
Flagstaff (Pulliam).....	113.85/FLG	A/8000	033	6.5	Over red and white square twr.
Fort Huachuca (Sierra Vista Muni/Libby AAF).....	113.6/FHU	G	80		Runup area Twy G at 26 end.
Kingman (Kingman).....	108.8/IGM	G	220	1.0	Center of runup area apch end Rwy 03.
Phoenix–Mesa Gateway	113.3/IWA	G	299	1.4	On Twy G between Rwy 12R and Rwy 12C.
Tucson (Tucson Intl)	116.0/TUS	G	318	0.7	On runup pad northeast of Twy A17.
Willie (Phoenix–Mesa Gateway).....	113.3/IWA	G	124	0.6	On Twy P runup area Rwy 30C.
Winslow (Winslow–Lindbergh Rgnl)	112.6/INW	A/6000	106	5.0	Over apch end Rwy 29.

VOR TEST FACILITIES (VOT)

Facility Name (Airport Name)	Freq.	Type, VOT Facility	Remarks
Phoenix Sky Harbor Intl.	109.0	G	
Prescott (Ernest A. Love Fld)	110.0	G	

CALIFORNIA VOR RECEIVER CHECKPOINTS

Facility Name (Airport Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag.	Dist. from Fac. N.M.	Checkpoint Description
Arcata (Arcata)	110.2/ACV	G	148	0.7	On runup area apch end Rwy 32.
Chico (Chico Muni).....	109.8/CIC	G	302	1.1	On north runup area.
Clovis (Fresno Yosemite Intl)	112.9/CZQ	A/1400	130	7.2	Over apch end Rwy 11L.
Compton Woodley	113.6/LAX	A/1000	091	10.0	Over apch end Rwy 25L.
Concord (Buchanan Field).....	117.0/CCR	A/1200	172		Over apch end Rwy 19L.
Daggett (Barstow–Daggett)	113.2/DAG	A/2800	223	11.7	Over apch end Rwy 22.
El Nido (Merced Muni/Macready Fld).....	114.2/HYP	A/1200	290		Over apch end Rwy 30.
Fortuna (Murray Fld).....	114.0/FOT	A/1500	015	9.6	Over Rwy apch end 11.
Fortuna (Rohnerville).....	114.0/FOT	A/1400	130	8.2	Over apch end Rwy 11.
Guadalupe (Santa Maria Pub/Capt G Allan Hancock Fld)	111.0/GLJ	A/1200	118		Over apch end Rwy 30.
Imperial (Imperial County).....	115.9/IPL	A/1500	313	5.7	Over apch end Rwy 32.
Lake Hughes (General Wm J. Fox Airfield)	108.4/LHS	G	065	18.1	On the main ramp at east terminal gas pit.

394		VOR RECEIVER CHECK				
		Type Check Pt. Gnd.	Azimuth from Fac.	Dist. from Fac.		
Facility Name (Airport Name)	Freq/Ident	AB/ALT	Mag.	N.M.	Checkpoint Description	
Maxwell (Willows–Glenn County)	110.0/MXW	A/1200	342	11.5	Over apch end Rwy 34.	
Modesto (Modesto City–Co–Harry Sham Fld)	114.6/MOD	G	093	0.6	On ramp area next to intersection of Taxiways A and A1.	
Oakland (Metropolitan Oakland Intl)	116.8/OAK	G	081	0.9	On runup pad end of Rwys 27R and 27L.	
Palmdale (General Wm. J. Fox Airfield)	114.5/PMD	A/5000	296	10.1	Over center taxiway/runway intersection.	
Paso Robles (Paso Robles Muni).....	114.3/PRB	G	247	0.4	Transient parking ramp front of terminal.	
Placerville (Placerville)	115.5/HNW	A/5200	076	8.7	Dam on west end of lake.	
Pomona (Cable).....	110.4/POM	A/3500	053	5.1	Over apch end of Rwy 06.	
Red Bluff	115.7/RBL	A/1500	358	5.8	Over the center of Red Bluff Fairgrounds Race Track.	
Redding (Redding Muni).....	108.4/RDD	G	310	0.5	On runup area apch end Rwy 12.	
Sacramento (McClellan Airfield)	109.2/MCC	G	358	.9	On Taxiway at end of Rwy 16.	
	109.2/MCC	G	015	0.4	On Taxiway B.	
Sacramento (Sacramento Executive).....	115.2/SAC	A/1000	016	4.4	Over apch end Rwy 02.	
Salinas (Salinas Muni)	117.3/SNS	G	247	0.4	Intersection of twys C and D.	
San Francisco (San Francisco Intl).....	115.8/SFO	A/1800	153	6.7	Over Crystal Springs causway 5 NM west of San Carlos arpt.	
San Jose (Norman Y. Mineta San Jose Intl) .	114.1/SJC	G	123	1.7	On Twy B and runup area Rwy 30L.	
San Jose (Norman Y. Mineta San Jose Intl) .	114.1/SJC	G	132	0.6	Twy V abeam Twy J.	
Santa Barbara	114.9/RZS	A/2000	279	11	Over Lake Cachuma Dam spillway.	
Santa Barbara (Santa Barbara Muni).....	114.9/RZS	G	197	5.8	At intersection of Taxiway D and H.	
Santa Rosa (Charles M. Schulz–Sonoma Co)	113.0/STS	A/2000	323	5.9	River bridge on Highway 101.	
	113.0/STS	G	121		.5 NM runup Rwy 32.	
	113.0/STS	G	344		.4 NM runup Rwy 14.	
Scaggs Island (Napa County).....	112.1/SGD	A/1000	047	5.4	Over rotating beacon.	
Thermal (Jacqueline Cochran Rgnl)	116.2/TRM	G	329	0.3	On centerline of twy 375' in front of hangar.	
Van Nuys	113.1/VNY	G	169	0.5	At intersection of Twy D and Twy A.	
	113.1/VNY	G	161	1.6	On West runup area rwy 34L.	
	113.1/VNY	G	142	0.4	Runup area Rwy 16L.	
Ventura (Camarillo)	108.2/VTU	G	330	6.1	Runup Rwy 26.	
	108.2/VTU	G	320	6.5	Runup Rwy 08.	
Ventura (Oxnard)	108.2/VTU	G	289	9.0	On parallel Twy W of Rwy 25 runup area.	
Visalia (Visalia Muni)	109.4/VIS	A/1300	107	5.0	Over apch end rwy 12.	
Woodside (Hayward Executive).....	113.9/OSI	G	009		Runup area Rwy 28L.	
Woodside (San Carlos)	113.9/OSI	A/2000	355	7.2	Over Rwy 30 numbers.	

VOR RECEIVER CHECK				395
VOR TEST FACILITIES (VOT)				
Facility Name (Airport Name)	Freq.	Type, VOT Facility	Remarks	
Bakersfield	111.2	G		
Hawthorne (Jack Northrop Fld/Hawthorne Muni)	113.9	G	Unusable on south taxiway.	
Long Beach (Daugherty Field)	113.9	G	Unusable all areas except runup Rwy 25L at Taxiway J, runup Rwy 25R.	
Los Angeles Intl	113.9	G	Unusable all areas except intersection of Twys A at G runup Rwy 25L at Twy F and intersection of Twy C at N.	
Sacramento Executive	111.4	G		
Sacramento Intl	111.4	G		
San Diego (EL Cajon) (Gillespie Fld)	110.0	G		
San Diego (Mount Soledad) (San Diego Intl)	109.0	G	Unusable all areas except runup area Rwy 27.	
San Diego (Montgomery)	109.0	G	Unusable all areas except runup areas for Rwys 05 and 28L.	
San Francisco Intl	111.0	G		
Santa Ana (John Wayne Airport/Orange Co)	110.0	G		
Santa Monica Muni	113.9	G	Unusable all areas except runup areas for Rwys 03 and 21.	
Torrance (Zamperini Fld)	113.9	G		

COLORADO					
VOR RECEIVER CHECKPOINTS					
Facility Name (Airport Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag.	Dist. from Fac. N.M.	Checkpoint Description
Akron	114.4/AKO	A/6000	179	7.0	Over lgdt twr.
Cortez (Cortez Muni)	108.4/CEZ	A/7000	196		Over apch end rwy 21.
Denver (Rocky Mountain Metropolitan)	115.4/BJC	G	060	0.6	Runup area at Alpha 17.
Durango (Durango-La Plata Co)		G	218		Runup area Rwy 03.
Hayden (Craig-Moffat)	115.6/CHE	A/7200	248	9.6	Over apch end rwy 25.
Pueblo (Pueblo Memorial)	116.7/PUB	G	249	3.8	On painted circle with arrow on runup pad S side apch end rwy 08L.
	116.7/PUB	A/7300	294	7.8	Over KOAA TV twr, 5.4 NM of arpt.

VOR TEST FACILITIES (VOT)				
Facility Name (Airport Name)	Freq.	Type, VOT Facility	Remarks	
Centennial	108.2	G	VOT unusable east of Twy C-4.	
(City of Colorado Springs Muni)	110.4	G		
Denver International	110.0	G	VOT unusable in terminal area N of Twy AA to Twy BN and W Twy L to Twy F.	

396	VOR RECEIVER CHECK					
	NEVADA					
	VOR RECEIVER CHECKPOINTS					
		Type				
		Check	Azimuth	Dist.		
		Pt.	from	from		
		Gnd.	Fac.	Fac.		
Facility Name (Airport Name)	Freq/Ident	AB/ALT	Mag.	N.M.	Checkpoint Description	
Bullion (Elko Rgnl)	114.5/BQU	A/7000	343	5.1	Over center of race track.	
Ely (Ely Arpt/Yelland Fld).....	110.6/ELY	G	059		Intersection of Twy A and Twy B.	
Mustang (Reno/Stead)	117.9/FMG	A/7000	291	12.8	Over atct.	
Wells (Wells Muni/Harriet Fld)	114.2/LWL	A/7000	286	8.3	Over radio twr.	
Winnemucca Muni	108.2/INA	A/6000	024	6.5	Over highway bridge	
	108.2/INA	G	134	.8	crossing railroad tracks	
					Runup area Rwy 32.	
VOR TEST FACILITIES (VOT)						
Facility Name		Type, VOT				
(Airport Name)	Freq.	Facility				Remarks
Las Vegas (North Las Vegas).....	108.2	G				
NEW MEXICO						
VOR RECEIVER CHECKPOINTS						
		Type				
		Check Pt.	Azimuth	Dist.		
		Gnd.	from	from		
		AB/ALT	Fac.	Fac.		
Facility Name (Airport Name)	Freq/Ident		Mag.	N.M.	Checkpoint Description	
Carlsbad (Carlsbad City Air Terminal)	116.3/CNM	G	333	5.4	On Twy A in front of fire department.	
Hobbs (Lea County Rgnl)	111.0/HOB	G	030	3.5	On runup pad apch end Rwy 03.	
Las Vegas (Las Vegas Muni)	117.3/LVS	A/8500	233	6.0	Over yellow water tank.	
Roswell (Roswell Intl Air Center).....	116.1/CME	G	100	5.2	On middle of W ramp adjacent to twy.	
Santa Fe (Santa Fe County Muni)	110.6/SAF	G	334	4.7	At junction main intersection of twy and ramp. (Checkpoint unusable).	
Silver City (Grant Co)	110.8/SVC	G	100	0.9	Twy entrance to Rwy 26 just west of approach end.	
Texico (Clovis Muni).....	112.2/TXO	A/6000	240	12.7	Over rotating beacon on steel twr adjacent to terminal bldg.	
Truth or Consequences (Truth or Consequences Muni)	112.7/TCS	G	155	3.2	On Twy A 2000' from AER 31.	
Tucumcari (Tucumcari Muni)	113.6/TCC	G	258	0.5	100' in front of terminal on twy.	
VOR TEST FACILITIES (VOT)						
Facility Name		Type, VOT				
(Airport Name)	Freq.	Facility				Remarks
Albuquerque Intl. Sunport	111.0	G				
SW, 23 SEP 2010 to 18 NOV 2010						

UTAH

VOR RECEIVER CHECKPOINTS

Facility Name (Airport Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag.	Dist. from Fac. N.M.	Checkpoint Description
Cedar City (Cedar City Rgnl).....	117.3/CDC	A/6500	177	4.7	Over apch end Rwy 20.
Delta (Delta Muni).....	116.1/DTA	A/6000	346	5.3	Over apch end of Rwy 17.
Provo (Provo Muni).....	108.4/PVU	G	180	0.4	Runup area Twy D.
	108.4/PVU	G	331	0.7	Runup area Twy B.
Vernal (Vernal Rgnl)	108.2/VEL	A/8000	021	6.5	Over towers on knoll.

VOR TEST FACILITIES (VOT)

Facility Name (Airport Name)	Freq.	Type, VOT Facility	Remarks
Salt Lake City Intl	111.0	G	

The following tabulation lists all reported parachute jumping sites in the area of coverage of this directory. Unless otherwise indicated, all activities are conducted during daylight hours and under VFR conditions. The busiest periods of activity are normally on weekends and holidays, but jumps can be expected at anytime during the week at the locations listed. Jumps within restricted airspace are not listed.

All times are local and altitudes MSL unless otherwise specified.

Contact facility and frequency is listed at the end of the remarks, when available, in bold face type.

Refer to Federal Aviation Regulations Part 105 for required procedures relating to parachute jumping.

Organizations desiring listing of their jumping activities in this publication should contact the nearest FSS, tower or ARTCC.

Qualified parachute jumping sites will be depicted on the appropriate visual chart(s).

Note: (c) in this publication indicates that the parachute jump area is charted.

To qualify for charting, a jump area must meet the following criteria:

- (1) Been in operation for at least 1 year.
- (2) Operate year round (at least on weekends).
- (3) Log 4,000 or more jumps each year.

In addition, jump sites can be nominated by FAA Regions if special circumstances require charting.

LOCATION	DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC	MAXIMUM ALTITUDE	REMARKS
ARIZONA			
(c) Buckeye Muni	8 NM; 089° Buckeye	14,000	Daily SR—2 hours after SS. 2 NM radius.
(c) Bullhead City, Eagle Airpark ..	10 NM; 300° Needles	15,000	3 NM Daily 0645–1835
(c) Casa Grande Muni	9 NM; 041° Stanfield	12,000	2 NM Daily 0600–1700.
(c) Coolidge Muni	25 NM; 070° Stanfield	17,999	15 NM radius, daily. High altitude, full canopy, free fall, and low level combat parachute jumping. Large military transports in vicinity of arpt.
(c) Cottonwood Arpt	22.1 NM; 072° Drake	14,000	Continuous during daylight hrs.
(c) Eloy Muni	17 NM; 094° Stanfield	17,500	Albuquerque Center 124.5 4 NM radius. Daily SR—2 hours after SS (ctc UNICOM for PAJA advisories. Landing area ¼ mile E of rwy centerline).
(c) Estrella Sailport	17 NM; 300° Stanfield	14,000	1 NM radius. Daily SR—SS.
(c) Kingman Arpt	25 NM; 334° Kingman	12,000	5 NM radius, daily SR—SS.
(c) Laguna AAF/Yuma Proving Ground	11.8 NM; 048° Bard	25,000	Continuous 24 hrs. 5 NM radius, Laguna AAF Control Zone.
(c) Marana Rgnl	25 NM; 308° Tucson	17,999	15 NM radius, Continuous. Tucson Tower 125.1
(c) Marana, Pinal Airpark	33 NM; 308° Tucson	25,000	15 NM radius, Continuous.
CALIFORNIA			
Apple Valley Arpt	10 NM; 073° Victorville	15,000	2 NM radius, daily SR—SS.
(c) Brickland's Ranch	12.5 NM; 339° Redding	3,900	3 NM radius, May 1 thru Nov 1 yearly.
(c) Byron Arpt	23 NM; 250° Manteca	15,000	Daily SR—SS
(c) California City Muni Arpt	30 NM; 348° Palmdale	17,500	Daily SR—SS.
(c) Camarillo Arpt	8.4 NM; 000° Ventura	14,000	2 NM radius, usually blo 10,000', SR—SS; Listen for 1-minute call on Camarillo Twr freq.
(c) Cloverdale Muni Arpt	18 NM; 316° Santa Rosa	12,500	1 NM radius, Mon—Sun 0800–2100.
(c) Davis/Woodland/Winters, Yolo Co	16.5 NM; 283° Sacramento	13,500	3 NM radius, daily SR—2300.
(c) Fall River Mills Arpt	34.4 NM; 63° Redding	8,700	2 NM radius, daily May 1–Nov 30.
(c) Hemet/Diamond Valley	12.5 NM; 107° Homeland	14,000	3 NM radius. Wed–Fri 0900–SS. Sat–Sun 0800–SS, other days and times by request.
(c) Hollister Muni	16.6 NM; 017° Salinas	17,999	1 NM. Daily, all hours. Oakland Center 128.7
(c) Lake Elsinore, Skylark Fld	10.5 NM; 198° Homeland	14,000	1 NM radius, 0800–SS daily
(c) Lincoln Rgnl/Karl Harder Fld ..	14.7 NM; 353° McClellan	15,000	Daily 0800–SR
(c) Lodi Arpt	15 NM; 285° Linden	15,000	Continuous 24 hrs. 1 NM radius. Other altitudes by notam.
Lompoc Arpt	20 NM; 277° Gaviota	15,000	4 NM radius, Thu—Mon SR—SS.
(c) Lompoc	14 NM; 284° Gaviota	17,999	1 NM radius, daily 1600–0400.

PARACHUTE JUMPING AREAS

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LOCATION	DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC	MAXIMUM ALTITUDE	REMARKS
(c) Los Alamitos AAF	At field.....	1,500 AGL	Weekends and occasional weekdays
(c) Madera Muni Arpt	15.2 NM; 277° Clovis	15,000	3 NM radius. Daily SR—1 hour after SS.
(c) Marina Muni	7.6 NM; 259° Salinas	12,500	SR—SS Sat and Sun
Murrieta, Bear Creek Arpt	13 NM; 178° Homeland	11,500	1 NM radius. Mon—Fri 0800—sunset, Sat—Sun 0630—sunset.
(c) Oro Loma, Eagle Fld	12 NM; 010° Panoche	12,500	2 NM radius, Fri—Sun.
Palm Springs	12 NM; 130° Palm Springs.....	14,000	1 NM radius. Daily sunrise to sunset.
(c) Paradise Skypark Arpt	12 NM; 097° Chico	14,500	Daily, 0800—SS.
(c) Perris Valley Arpt	1 NM; 220° Homeland	14,500	Daily SR—SS
(c) Salinas, Davis Road Drop Zone	6 NM; 235° Salinas.....	18,000	1 NM radius, Daily 0500—1900
(c) San Diego, Brown Fld Muni ...	2.3 NM 157° Poggi.....	14,000	2 NM radius. Mon—Fri 0800—1800.
(c) San Diego, Leon Drop Zone ..	11.5 NM; 192° Mission Bay	2,800	Continuous. 1NM radius. Altitudes above 2800—15000 MSL avbl upon request, (ctc SOCAL prior to entering Terminal Control Area).
(c) San Diego, Otay Reservoir	4.4 NM; 058° Poggi.....	5,800	1NM radius. Daily SR—SS.
(c) San Diego, South Bay	7 NM; 136° Mission Bay	2,800	Daily SR—SS. 1NM radius altitudes above 2800—3300 MSL avbl upon request, (ctc SOCAL prior to entering Terminal Control Area).
(c) San Diego, Trident	5 NM; 111° Poggi.....	15,000	Daily SR—SS. 1NM radius
Santa Maria	5 NM; 021° Guadalupe	12,500 AGL	0900—SS, Sat, Sun and holidays
(c) Santa Ynez	8 NM; 293° Gaviota.....	17,999	1 NM radius, daily 1600—0400.
(c) Slate Creek	30 NM; 323° Redding	5,500	3 NM radius. May 1 thru Nov 1 yearly.
(c) Taft Drop Zone	25.7 NM; 197° Shafter	13,000	1 NM radius. SR—SS, occasional night jumps by NOTAM.
(c) Taft—Kern Co Arpt	21 NM; 066° Fellows.....	13,000	2 NM radius. Daily SR—SS, occasional ngt jumps by NOTAM.
(c) Tres Pinos Drop Zone	16 NM; 045° Salinas.....	12,500	1 NM radius. Daily SR—SS.
(c) Twenty-nine Palms	12 NM; 265° Twentynine Palms .	12,500	1 NM radius, 0900—SS, Sat, Sun, and holidays.
(c) Watsonville Muni Arpt	24 NM; 304° Salinas.....	10,000	1 NM radius, daily 1800—0100.
(c) Wilton Drop Zone	17.5 NM; 080° Sacramento	1,500 AGL	Hvy equip, paratroopers.
COLORADO			
Boulder Muni	9 NM; 328° Jeffco	18,000	2 NM radius. Daylight hrs.
(c) Brush Muni	19.6 NM 277° Akron	17,700	2 NM radius, Daily 0800—SS.
(c) Calhan Arpt	17NM; 057° Black Forrest.....	17,500	2 NM radius, 1hr before SR— 1 hr after SS daily.
(c) Canon City, Fremont County Arpt	32.9 NM; 271° Pueblo.....	17,500	2 NM radius. Daily 1300—0659.
Colorado Springs, USAF Academy Airstrip	9 NM; 266° Black Forrest.....	17,500	Daily SR—SS occasionally til 2200.
(c) Fort Collins/Loveland Muni Arpt	19.5 NM; 248° Gill	17,500	3 NM Wed—Sun SR—1 hr after SS.
Greeley, Skydive the Farm	16 NM; 308° Gill.....	14,500	2 NM radius. Fri—Sun 0800—SS.
(c) Fort Morgan Muni Arpt	3 NM 278° Akron	17,500	Thu—Sun SR—SS.
(c) Hugo, Kelly Drop Zone	10 NM; 254° Hugo	8,000	2 NM radius. Heavy equipment paratroopers possible jumps during IFR/marginal VFR.
(c) Longmont, Vance Brand Arpt ..	15 NM; 346° Jeffco	17,900	2 NM radius. Daily SR—2 hrs after SS.
(c) Trinidad, Pinon Drop Zone	28 NM; 279° Tobe	8,000	2 NM radius. Heavy equipment paratroopers possible jumps during IFR/marginal VFR.

PARACHUTE JUMPING AREAS			
LOCATION	DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC	MAXIMUM ALTITUDE	REMARKS
NEVADA			
(c) Boulder City Arpt.	3 NM; 164° Boulder City	17,000	0.5 NM radius. Daily SR-SS.
(c) El Dorado Jump Zone	7 NM; 195° Boulder City	17,000	0.5 NM radius. Daily, SR-SS.
Indian Springs AF Aux Arpt.	38 NM; 304° Las Vegas	10,000	5 NM radius. Daily SR-SS.
(c) Jean Drop Zone	24.1 NM; 191° Las Vegas	15,000	1 NM radius. Daily SR-SS.
(c) Mesquite Arpt.	11.4 NM; 054° Mormon Mesa ...	17,500	2 NM radius. Continuous SR-SS
(c) Nellis AFB, Gunfighter Drop Zone	12.7 NM; 25° Las Vegas	17,500 AGL	1.3 NM east of rwys. SR-SS Sat-Sun. Other times by NOTAM
(c) Pahrump	49 NM; 126° Beatty	12,500	Tue-Sun SR-SS
Reno/Stead Arpt	15 NM; 292° Mustang	14,000	1.0 NM radius. Daily SR-SS.
(c) Tonopah Arpt.	10 NM; 270° Tonopah	10,000	1 NM radius. Daily SR-SS.
NEW MEXICO			
Albuquerque	6 NM; 050° Albuquerque	18,000	Weekends and holidays
	17 NM; 140° Albuquerque	17,000	SR-SS weekends.
(c) Belen, Alexander Muni	12 NM; 346° Socorro	16,000	1 NM radius. Daily SR-SS.
(c) Santa Teresa, Dona Ana Co at Santa Teresa Arpt	22 NM; 268° El Paso	13,000	1 NM radius. SR-SS Sat-Sun. S side of arpt.
UTAH			
(c) Cedar Fort, Cedar Valley Arpt	6.5 NM; 313° Fairfield	17,500	3 NM radius. Daily SR-2300.
Goshen Wells, Cedar Valley	4 NM; 270° Fairfield	10,000	0.25 NM radius. Occasional use
(c) Hurricane, General Dick Stout Fld	15 NM; 060° St George	15,000	1 NM radius. Daily SR-SS.
Logan, Logan-Cache Arpt	7.2 NM; 051° Brigham City	15,000	0.5 NM radius 0900-sunset. Weekends and Holidays.
(c) Ogden-Hinckley	5 NM; 085° Ogden	17,999	2 NM radius. Daily SR-SS. NE corner Ogden Arpt.
(c) Bolinder Fld-Tooele Valley Arpt	24 NM; 215° Wasatch	17,000	2 NM radius. Daily 1300-0600.
SW. 23 SEP 2010 to 18 NOV 2010			

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The purpose of this bulletin is to provide major changes in aeronautical information that have occurred since the last publication date of each Sectional Aeronautical, VFR Terminal Area, and Helicopter Route Charts listed. The general policy is to include only those changes to controlled airspace and special use airspace that present a hazardous condition or impose a restriction on the pilot, and major changes to airports and radio navigational facilities, thereby providing the VFR pilot with the essential data necessary to update and maintain chart currency. The data is grouped by type and then by effective date. When a new edition of the Aeronautical Chart is published, the corrective tabulation will be removed from this bulletin. Inasmuch as this Bulletin provides major changes only, pilots should consult the airport listing in this directory for all new information. Users of U.S. World Aeronautical Charts (WAC) and U.S. Gulf Coast VFR Aeronautical Charts should consult the appropriate Sectional and VFR Terminal Area Charts for revisions. Military Training Routes (MTRs) are shown on Sectional Aeronautical Charts, VFR Terminal Area, and Helicopter Route Charts. Only the route centerline, direction of flight and the route designator are shown — route widths and altitudes are not shown. Since these routes are subject to change every 56 days and the charts are reissued generally every 6 months, routes with a change in the alignment of the charted route centerline will be listed in this Aeronautical Chart Bulletin below. You are advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

ALBUQUERQUE SECTIONAL

85th Edition, 6 May 2010

OBSTRUCTIONS

22 Oct 2009 – 8 Apr 2010 No Major Changes.

3 Jun 2010 Change obst from 7115' MSL (245' AGL) to 7240' MSL (306' AGL) UC, 35°29'06"N, 107°39'56"W.

29 Jul 2010 Add obst 3904' MSL (600' AGL) UC, 33°34'12"N, 101°59'21"W.

23 Sep 2010 Add obst 3917' MSL (360' AGL) UC, 33°31'46"N, 102°30'13"W.

AIRPORTS

3 Jun 2010 – 23 Sep 2010 No Major Changes.

NAVAIDS

3 Jun 2010 – 23 Sep 2010 No Major Changes.

AIRSPACE

22 Oct 2009 – 8 Apr 2010 No Major Changes.

3 Jun 2010 Revise DUMAS, TX Class E: That airspace extending upward from 700 feet above the surface within a 6.8-mile radius of Moore County Airport and within 1.9 miles each side of the 023° bearing from the airport extending from the 6.8-mile radius to 8.9 miles northeast of the airport, and within 4 miles each side of the 203° bearing from the airport extending from the 6.8-mile radius to 11.2 miles southwest of the airport.

29 Jul 2010 – 23 Sep 2010 No Major Changes.

SPECIAL USE AIRSPACE

3 Jun 2010 – 23 Sep 2010 No Major Changes.

MILITARY TRAINING ROUTES

3 Jun 2010 – 29 Jul 2010 No Major Changes.

23 Sep 2010 IR-180 Revised

IR-128 Revised

MISCELLANEOUS

3 Jun 2010 – 23 Sep 2010 No Major Changes.

CH-23 WORLD AERONAUTICAL CHART

41st Edition, 23 Sep 2010

OBSTRUCTIONS

23 Sep 2010 No Major Changes.

AIRPORTS

23 Sep 2010 Add WALDRON NOLF to Control Tower Frequencies: Operates 0730–SS Mon–Fri; Twr Freq 133.85, 236.825.

NAVAIDS

23 Sep 2010 No Major Changes.

AIRSPACE

23 Sep 2010 No Major Changes.

SPECIAL USE AIRSPACE

23 Sep 2010 No Major Changes.

MILITARY TRAINING ROUTES

23 Sep 2010 No Major Changes.

MISCELLANEOUS

23 Sep 2010 No Major Changes.

CHEYENNE SECTIONAL

82nd Edition, 29 Jul 2010

OBSTRUCTIONS**29 Jul 2010** No Major Changes.**23 Sep 2010** Add obst 2890'MSL (349'AGL), 44°04'38"N, 102°26'47"W.**AIRPORTS****29 Jul 2010** No Major Changes.**23 Sep 2010** Delete ARTHUR arpt, 41°33'42"N, 101°42'41"W.

Delete GRANBY SPORTS ultralight flight park, 40°02'55"N, 105°56'18"W.

NAVAIDS**29 Jul 2010 – 23 Sep 2010** No Major Changes.**AIRSPACE****29 Jul 2010 – 23 Sep 2010** No Major Changes.**SPECIAL USE AIRSPACE****29 Jul 2010 – 23 Sep 2010** No Major Changes.**MILITARY TRAINING ROUTES****29 Jul 2010 – 23 Sep 2010** No Major Changes.**MISCELLANEOUS****29 Jul 2010 – 23 Sep 2010** No Major Changes.

DENVER SECTIONAL

83rd Edition, 29 Jul 2010

OBSTRUCTIONS**29 Jul 2010** No Major Changes.**23 Sep 2010** Add obst 5340'MSL (427'AGL), 38°09'48"N, 104°37'17"W.**AIRPORTS****29 Jul 2010** No Major Changes.**23 Sep 2010** Delete GRANBY SPORTS arpt, 40°02'55", 105°56'18"W.**NAVAIDS****29 Jul 2010 – 23 Sep 2010** No Major Changes.**AIRSPACE****29 Jul 2010 – 23 Sep 2010** No Major Changes.**SPECIAL USE AIRSPACE****29 Jul 2010 – 23 Sep 2010** No Major Changes.**MILITARY TRAINING ROUTES****29 Jul 2010 – 23 Sep 2010** No Major Changes.**MISCELLANEOUS****29 Jul 2010 – 23 Sep 2010** No Major Changes.

DENVER/COLORADO SPRINGS TERMINAL AREA CHART

74th Edition, 29 Jul 2010

OBSTRUCTIONS**29 Jul 2010** No Major Changes.**23 Sep 2010** Add obst 5340'MSL (427'AGL), 38°09'48"N, 104°37'17"W.**AIRPORTS****29 Jul 2010 – 23 Sep 2010** No Major Changes.**NAVAIDS****29 Jul 2010 – 23 Sep 2010** No Major Changes.**AIRSPACE****29 Jul 2010 – 23 Sep 2010** No Major Changes.**SPECIAL USE AIRSPACE****29 Jul 2010 – 23 Sep 2010** No Major Changes.**MILITARY TRAINING ROUTES****29 Jul 2010 – 23 Sep 2010** No Major Changes.**MISCELLANEOUS****29 Jul 2010 – 23 Sep 2010** No Major Changes.

EL PASO SECTIONAL

85th Edition, 29 Jul 2010

OBSTRUCTIONS

29 Jul 2010 – 23 Sep 2010 No Major Changes.

AIRPORTS

29 Jul 2010 – 23 Sep 2010 No Major Changes.

NAVAIDS

29 Jul 2010 – 23 Sep 2010 No Major Changes.

AIRSPACE

29 Jul 2010 – 23 Sep 2010 No Major Changes.

SPECIAL USE AIRSPACE

29 Jul 2010 – 23 Sep 2010 No Major Changes.

MILITARY TRAINING ROUTES

29 Jul 2010 – 23 Sep 2010 No Major Changes.

MISCELLANEOUS

29 Jul 2010 – 23 Sep 2010 No Major Changes.

GRAND CANYON VFR AERONAUTICAL CHART

3rd Edition, 19 Apr 2001

OBSTRUCTIONS

17 May 2001 – 23 Sep 2010 No Major Changes.

AIRPORTS

17 May 2001 – 10 May 2007 No Major Changes.

5 Jul 2007 Delete TASSI arpt, 36°15'09"N, 113°57'54"W.
Delete THE RANCH arpt, 36°00'37"N, 112°17'30"W.

30 Aug 2007 – 23 Sep 2010 No Major Changes.

NAVAIDS

17 May 2001 – 23 Sep 2010 No Major Changes.

AIRSPACE

17 May 2001 – 23 Sep 2010 No Major Changes.

SPECIAL USE AIRSPACE

17 May 2001 – 23 Sep 2010 No Major Changes.

MILITARY TRAINING ROUTES

17 May 2001 – 23 Sep 2010 No Major Changes.

MISCELLANEOUS

17 May 2001 Blue Direct North (BDN) west bound route, add 10,500 with a westbound arrow above the 8,500 figure just west of Supal/Diamond Creek Sector boundary.

12 Jul 2001 – 23 Sep 2010 No Major Changes.

KLAMATH FALLS SECTIONAL

83rd Edition, 23 Sep 2010

OBSTRUCTIONS

23 Sep 2010 No Major Changes.

AIRPORTS

23 Sep 2010 No Major Changes.

NAVAIDS

23 Sep 2010 No Major Changes.

AIRSPACE

23 Sep 2010 No Major Changes.

SPECIAL USE AIRSPACE

23 Sep 2010 No Major Changes.

MILITARY TRAINING ROUTES

23 Sep 2010 No Major Changes.

MISCELLANEOUS

23 Sep 2010 No Major Changes.

LAS VEGAS SECTIONAL
84th Edition, 26 Aug 2010

OBSTRUCTIONS

23 Sep 2010 No Major Changes.

AIRPORTS

23 Sep 2010 No Major Changes.

NAVAIDs

23 Sep 2010 No Major Changes.

AIRSPACE

23 Sep 2010 Add BRYCE CANYON, UT Class E: Within a 4.2-mile radius of Bryce Canyon Airport. This Class E airspace area is effective during specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/ Facility Directory.

Add BRYCE CANYON, UT Class E: That airspace extending upward from 700 feet above the surface within 8 miles each side of the 047° and 227° bearing from the airport, extending 18 miles northeast and 15.9 miles southwest of the airport.

SPECIAL USE AIRSPACE

23 Sep 2010 No Major Changes.

MILITARY TRAINING ROUTES

23 Sep 2010 No Major Changes.

MISCELLANEOUS

23 Sep 2010 No Major Changes.

LAS VEGAS TERMINAL AREA CHART
73rd Edition, 26 Aug 2010

OBSTRUCTIONS

23 Sep 2010 No Major Changes.

AIRPORTS

23 Sep 2010 No Major Changes.

NAVAIDs

23 Sep 2010 No Major Changes.

AIRSPACE

23 Sep 2010 No Major Changes.

SPECIAL USE AIRSPACE

23 Sep 2010 No Major Changes.

MILITARY TRAINING ROUTES

23 Sep 2010 No Major Changes.

MISCELLANEOUS

23 Sep 2010 No Major Changes.

LOS ANGELES HELICOPTER ROUTE CHART

8th Edition, 22 Dec 2005

OBSTRUCTIONS

22 Dec 2005 – 13 Apr 2006 No Major Changes.
8 Jun 2006 Add group obst 405' MSL(390' AGL) UC, 33°43'39"N, 118°14'19"W.
3 Aug 2006 – 15 Jan 2009 No Major Changes.
12 Mar 2009 Add obst 421' MSL (348' AGL), 33°53'39"N, 118°13'31"W.
7 May 2009 – 23 Sep 2010 No Major Changes.

AIRPORTS

22 Dec 2005 – 3 Aug 2006 No Major Changes.
28 Sep 2006 Delete METHODIST heliport, 34°08'00"N, 118°02'33"W.
Delete SAN PEDRO PENINSULA heliport, 33°44'19"N, 118°18'38"W.
23 Nov 2006 – 30 Aug 2007 No Major Changes.
25 Oct 2007 Delete ANAHEIM POLICE heliport, 33°49'35"N, 117°54'05"W.
20 Dec 2007 – 20 Nov 2008 No Major Changes.
15 Jan 2009 Add SAN BERNARDINO INTL ATCT 119.45, 34°05'43"N, 117°14'06"W.
EL TORO MCAS arpt abandoned, 33°40'34"N, 117°43'52"W.
Change CTAF freq 122.975 to 119.45 at SAN BERNARDINO INTL arpt, 34°05'43"N, 117°14'06"W.
12 Mar 2009 – 17 Dec 2009 No Major Changes.
11 Feb 2010 Delete LAKE MATHEWS arpt, 33°51'11"N, 117°25'26"W.
8 Apr 2010 – 23 Sep 2010 No Major Changes.

NAVAIDS

22 Dec 2005 – 15 Jan 2009 No Major Changes.
12 Mar 2009 Change RIVERSIDE VOR position from 33°57'07"N, 117°26'57"W to 33°57'19"N, 117°26'59"W, and magnetic variation from 15E to 14E.
7 May 2009 – 23 Sep 2010 No Major Changes.

AIRSPACE

22 Dec 2005 – 25 Sep 2008 No Major Changes.
20 Nov 2008 Add SAN BERNARDINO, CA Class D: That airspace extending upward from the surface to and including 3200 feet MSL beginning at 34°08'09"N, 117°18'40"W; to 34°08'09"N, 117°11'13"W; to 34°07'42"N, 117°10'26"W; to 34°02'24"N, 117°10'26"W; thence via the 4.5 nautical mile radius of the San Bernardino Airport clockwise to the point of beginning. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.
15 Jan 2009 – 2 Jul 2009 No Major Changes.
27 Aug 2009 Change SANTA ANA Class C freq from 380.2 to 279.575
22 Oct 2009 No Major Changes.
17 Dec 2009 Change ONTARIO INTL ATCT freq. from 385.6 to 360.775, 34°03'22"N, 117°36'04"W.
11 Feb 2010 – 23 Sep 2010 No Major Changes.

SPECIAL USE AIRSPACE

22 Dec 2005 – 23 Sep 2010 No Major Changes.

MILITARY TRAINING ROUTES

22 Dec 2005 – 23 Sep 2010 No Major Changes.

MISCELLANEOUS

22 Dec 2005 – 8 Jun 2006 No Major Changes.
3 Aug 2006 Change MEF 0⁵ to 0⁶ in quadrant 33°30'–33°45"N, 118°00'–118°15"W.
28 Sep 2006 – 23 Sep 2010 No Major Changes.

LOS ANGELES SECTIONAL
87th Edition, 1 Jul 2010**OBSTRUCTIONS****29 Jul 2010 – 23 Sep 2010** No Major Changes.**AIRPORTS****29 Jul 2010** No Major Changes.**23 Sep 2010** Delete DIXON arpt, 34°55'20"N, 119°31'33"W.**NAVAIDS****29 Jul 2010 – 23 Sep 2010** No Major Changes.**AIRSPACE****29 Jul 2010 – 23 Sep 2010** No Major Changes.**SPECIAL USE AIRSPACE****29 Jul 2010 – 23 Sep 2010** No Major Changes.**MILITARY TRAINING ROUTES****29 Jul 2010 – 23 Sep 2010** No Major Changes.**MISCELLANEOUS****29 Jul 2010 – 23 Sep 2010** No Major Changes.

LOS ANGELES TERMINAL AREA CHART
61st Edition, 1 Jul 2010**OBSTRUCTIONS****29 Jul 2010 – 23 Sep 2010** No Major Changes.**AIRPORTS****29 Jul 2010 – 23 Sep 2010** No Major Changes.**NAVAIDS****29 Jul 2010 – 23 Sep 2010** No Major Changes.**AIRSPACE****29 Jul 2010 – 23 Sep 2010** No Major Changes.**SPECIAL USE AIRSPACE****29 Jul 2010 – 23 Sep 2010** No Major Changes.**MILITARY TRAINING ROUTES****29 Jul 2010 – 23 Sep 2010** No Major Changes.**MISCELLANEOUS****29 Jul 2010 – 23 Sep 2010** No Major Changes.

PHOENIX SECTIONAL

83rd Edition, 6 May 2010

OBSTRUCTIONS

3 Jun 2010 – 23 Sep 2010 No Major Changes.

AIRPORTS

3 Jun 2010 – 23 Sep 2010 No Major Changes.

NAVAIDS

3 Jun 2010 – 29 Jul 2010 No Major Changes.

23 Sep 2010 Change PENASCO VOR-DME from 31°21'00"N, 113°31'00"W to 31°22'00"N, 113°18'00"W.

AIRSPACE

3 Jun 2010 – 29 Jul 2010 No Major Changes.

23 Sep 2010 Revise YUMA, AZ. Class D: That airspace extending upward from the surface to and including 2,700 feet MSL within a 5.2-mile radius of Yuma MCAS-Yuma International Airport, excluding that airspace from the surface up to and including 300 feet above the surface from 32°36'52"N, 114°41'44"W; thence east to 32°36'52"N, 114°39'30"W; thence south to 32°34'55"N, 114°39'30"W; thence clockwise along the 5.2-mile radius to the point of beginning. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Revise YUMA, AZ. Class E: That airspace, within a 5.2-mile radius of Yuma MCAS/Yuma International Airport, excluding that airspace from the surface up to and including 300 feet above the surface from 32°36'52"N, 114°41'44"W; thence east to 32°36'52"N, 114°39'30"W; thence south to 32°34'55"N, 114°39'30"W.; thence clockwise along the 5.2-mile radius to the point of beginning. The Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

SPECIAL USE AIRSPACE

3 Jun 2010 – 23 Sep 2010 No Major Changes.

MILITARY TRAINING ROUTES

3 Jun 2010 – 23 Sep 2010 No Major Changes.

MISCELLANEOUS

3 Jun 2010 – 23 Sep 2010 No Major Changes.

PHOENIX TERMINAL AREA CHART

42nd Edition, 6 May 2010

OBSTRUCTIONS

3 Jun 2010 – 23 Sep 2010 No Major Changes.

AIRPORTS

3 Jun 2010 – 23 Sep 2010 No Major Changes.

NAVAIDS

3 Jun 2010 – 23 Sep 2010 No Major Changes.

AIRSPACE

3 Jun 2010 – 23 Sep 2010 No Major Changes.

SPECIAL USE AIRSPACE

3 Jun 2010 – 23 Sep 2010 No Major Changes.

MILITARY TRAINING ROUTES

3 Jun 2010 – 23 Sep 2010 No Major Changes.

MISCELLANEOUS

3 Jun 2010 – 23 Sep 2010 No Major Changes.

SALT LAKE CITY HELICOPTER ROUTE CHART
3rd Edition, 26 Oct 2006

OBSTRUCTIONS

23 Nov 2006 – 23 Sep 2010 No Major Changes.

AIRPORTS

23 Nov 2006 – 10 Apr 2008 No Major Changes.

5 Jun 2008 Delete PAYNE arpt, 41°05'54"N, 112°06'56"W.

Delete WARD heli, 40°35'59"N, 111°48'03"W.

31 Jul 2008 – 25 Sep 2008 No Major Changes.

20 Nov 2008 Delete CHANNEL 4 heli, 40°43'57"N, 111°57'20"W.

15 Jan 2009 – 3 Jun 2010 No Major Changes.

29 Jul 2010 CAMP WILLIAMS ANG arpt abandoned, 40°25'55"N, 111°55'51"W.

23 Sep 2010 No Major Changes.

NAVAIDS

23 Nov 2006 – 23 Sep 2010 No Major Changes.

AIRSPACE

23 Nov 2006 – 23 Sep 2010 No Major Changes.

SPECIAL USE AIRSPACE

23 Nov 2006 – 23 Sep 2010 No Major Changes.

MILITARY TRAINING ROUTES

23 Nov 2006 – 23 Sep 2010 No Major Changes.

MISCELLANEOUS

23 Nov 2006 – 23 Sep 2010 No Major Changes.

SALT LAKE CITY SECTIONAL

83rd Edition, 8 Apr 2010

OBSTRUCTIONS**8 Apr 2010 – 23 Sep 2010** No Major Changes.**AIRPORTS****8 Apr 2010 – 3 Jun 2010** No Major Changes.**29 Jul 2010** CAMP WILLIAMS ANG arpt abandoned, 40°25'55"N, 111°55'51"W.**23 Sep 2010** No Major Changes.**NAVAIDS****8 Apr 2010** No Major Changes.**3 Jun 2010** Delete ARCO NDB, 43°35'57"N, 113°20'32"W.

Delete LOGAN VOR-DME, 41°50'39"N, 111°51'55"W.

29 Jul 2010 – 23 Sep 2010 No Major Changes.**AIRSPACE****8 Apr 2010** No Major Changes.**3 Jun 2010** Add BATTLE MOUNTAIN, NV Class E: Within a 4.2-mile radius of Battle Mountain Airport, and within 1.4 miles each side of the 218° bearing extending from the 4.2-mile radius to 7.4 miles southwest of the Battle Mountain Airport.

This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

29 Jul 2010 Revise WEST YELLOWSTONE, MT Class E: That airspace extending upward from 700 feet above the surface within 4.3 miles west and 8.3 miles east of the 026° and 206° bearings of the Yellowstone Airport extending from 8.3 miles northeast to 23.3 miles southwest of the Yellowstone Airport; that airspace extending upward from 1,200 feet above the surface within 4.3 miles each side of the 209° bearing from 44°34'32"N, 111°11'51"W extending to 36.2 miles southwest, and within 5 miles north and 4.3 miles south of the 304° bearing from 44°34'32"N, 111°11'51"W extending to the east edge of V-343; that airspace extending upward from 10,700 feet MSL within a 25.3-mile radius of 44°34'32"N, 111°11'51"W extending clockwise from the 081° bearing from 44°34'32"N, 111°11'51"W to 4.3 miles east of the 236° bearing from 44°34'32"N, 111°11'51"W, and within 4.3 miles each side of the 236° bearing from 44°34'32"N, 111°11'51"W extending to 43.5 miles southwest; that airspace extending upward from 10,700 feet MSL within 9 miles south and 5 miles north of the 304° bearing from 44°34'32"N, 111°11'51"W extending to the east edge of V-343; that airspace extending upward from 12,000 feet MSL within a 30.5-mile radius of 44°34'32"N, 111°11'51"W extending clockwise from the 026° bearing from 44°34'32"N, 111°11'51"W to the 081° bearing from 44°34'32"N, 111°11'51"W; that airspace extending upward from 12,500 feet MSL within 4.3 miles each side of the 293°, 329° and 043° bearing from 45°00'19"N, 110°53'49"W extending to 25.16 miles west to 30.57 miles northwest to 54.24 miles north, and within 4.3 miles each side of the 312° bearing from 44°31'10"N, 111°14'03"W extending to 25.20 miles northwest, excluding that portion that overlies the east edge of V-343 and south edge of V-2 and V-86; that airspace extending upward from 13,000 feet MSL, within a 30.5-mile radius of 44°34'32"N, 111°11'51"W extending clockwise from the 313° bearing to the 026° bearing from 44°34'32"N, 111°11'51"W excluding that portion that overlies V-298 and V-343. This Class E airspace area shall be effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.**23 Sep 2010** Revise LUCIN, UT Class E: That airspace extending upward from 1,200 feet above the surface bounded on the west by V-269; on the east by V-484; and on the south by V-32; excluding existing controlled airspace 8,500 feet MSL and above; excluding that airspace designated for federal airways; excluding the portions within Restricted Area R-6404 and Lucin MOA during their published hours of designation.

Establish KEMMERER, WY Class E: Within a 4.3-mile radius of the Kemmerer Municipal Airport, and within 1 mile each side of the 360° bearing from the airport, extending from the 4.3-mile radius to 7 miles north of the airport. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

SPECIAL USE AIRSPACE**8 Apr 2010 – 23 Sep 2010** No Major Changes.**MILITARY TRAINING ROUTES****8 Apr 2010 – 23 Sep 2010** No Major Changes.**MISCELLANEOUS****8 Apr 2010 – 23 Sep 2010** No Major Changes.

SALT LAKE CITY TERMINAL AREA CHART
42nd Edition, 8 Apr 2010**OBSTRUCTIONS****8 Apr 2010 – 23 Sep 2010** No Major Changes.**AIRPORTS****8 Apr 2010 – 3 Jun 2010** No Major Changes.**29 Jul 2010** CAMP WILLIAMS ANG arpt abandoned, 40°25'55"N, 111°55'51"W.**23 Sep 2010** No Major Changes.**NAVAIDS****8 Apr 2010 – 23 Sep 2010** No Major Changes.**AIRSPACE****8 Apr 2010 – 29 Jul 2010** No Major Changes.**23 Sep 2010** Revise LUCIN, UT Class E: That airspace extending upward from 1,200 feet above the surface bounded on the west by V-269; on the east by V-484; and on the south by V-32; excluding existing controlled airspace 8,500 feet MSL and above; excluding that airspace designated for federal airways; excluding the portions within Restricted Area R-6404 and Lucin MOA during their published hours of designation.**SPECIAL USE AIRSPACE****8 Apr 2010 – 23 Sep 2010** No Major Changes.**MILITARY TRAINING ROUTES****8 Apr 2010 – 23 Sep 2010** No Major Changes.**MISCELLANEOUS****8 Apr 2010 – 23 Sep 2010** No Major Changes.

SAN DIEGO TERMINAL AREA CHART
60th Edition, 1 Jul 2010**OBSTRUCTIONS****29 Jul 2010 – 23 Sep 2010** No Major Changes.**AIRPORTS****29 Jul 2010 – 23 Sep 2010** No Major Changes.**NAVAIDS****29 Jul 2010 – 23 Sep 2010** No Major Changes.**AIRSPACE****29 Jul 2010 – 23 Sep 2010** No Major Changes.**SPECIAL USE AIRSPACE****29 Jul 2010 – 23 Sep 2010** No Major Changes.**MILITARY TRAINING ROUTES****29 Jul 2010 – 23 Sep 2010** No Major Changes.**MISCELLANEOUS****29 Jul 2010 – 23 Sep 2010** No Major Changes.

SAN FRANCISCO SECTIONAL

85th Edition, 26 Aug 2010

OBSTRUCTIONS**23 Sep 2010** No Major Changes.**AIRPORTS****23 Sep 2010** No Major Changes.**NAVAIDS****23 Sep 2010** No Major Changes.**AIRSPACE**

23 Sep 2010 Add MONTEREY, CA. Class E: Within a 5-mile radius of the Monterey Peninsula Airport, and within 3 miles each side of the 113° bearing of the airport extending from the 5-mile radius of Monterey Peninsula Airport to 15.7 miles east of the airport. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.

Revise MONTEREY, CA. Class E: That airspace extending upward from the surface within 3 miles each side of the 113° bearing of the airport extending from the 5-mile radius of Monterey Peninsula Airport to 15.7 miles east of the airport. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.

SPECIAL USE AIRSPACE**23 Sep 2010** No Major Changes.**MILITARY TRAINING ROUTES****23 Sep 2010** No Major Changes.**MISCELLANEOUS****23 Sep 2010** No Major Changes.

SAN FRANCISCO TERMINAL AREA CHART

77th Edition, 26 Aug 2010

OBSTRUCTIONS**23 Sep 2010** No Major Changes.**AIRPORTS****23 Sep 2010** No Major Changes.**NAVAIDS****23 Sep 2010** No Major Changes.**AIRSPACE****23 Sep 2010** No Major Changes.**SPECIAL USE AIRSPACE****23 Sep 2010** No Major Changes.**MILITARY TRAINING ROUTES****23 Sep 2010** No Major Changes.**MISCELLANEOUS****23 Sep 2010** No Major Changes.

WICHITA SECTIONAL

85th Edition, 29 Jul 2010

OBSTRUCTIONS**29 Jul 2010** No Major Changes.**23 Sep 2010** Add obst 3260' MSL (498' AGL) UC, 40°13'14"N, 100°55'00"W.**AIRPORTS****29 Jul 2010 – 23 Sep 2010** No Major Changes.**NAVAIDS****29 Jul 2010 – 23 Sep 2010** No Major Changes.**AIRSPACE****29 Jul 2010** No Major Changes.

23 Sep 2010 Add SYRACUSE, KS Class E: That airspace extending upward from 700 feet above the surface within a 7.3-mile radius of Syracuse-Hamilton County Municipal Airport.

SPECIAL USE AIRSPACE**29 Jul 2010 – 23 Sep 2010** No Major Changes.**MILITARY TRAINING ROUTES****29 Jul 2010 – 23 Sep 2010** No Major Changes.**MISCELLANEOUS****29 Jul 2010 – 23 Sep 2010** No Major Changes.

SUPPLEMENTAL COMMUNICATION REFERENCE

Contained within this tabulation, and listed alphabetically by airport name, are all private-use airports charted on the U.S. IFR Enroute Low and High Altitude charts in the United States, having terminal approach and departure control facilities. Additionally, listed by country, are all Canadian and Mexican airports that appear on the U.S. IFR Enroute charts with approach and departure control services. All frequencies transmit and receive unless otherwise noted. Radials defining sectors are outbound from the facility.

UNITED STATES

FACILITY NAME	CHART & PANEL
Frankfort, IL (LL40) Chicago App/Dep Con 133.1 285.6	L-28H
Glasgow Industrial, MT (Ø7MT) Salt Lake Center App/Dep Con 126.85 305.2	H-1E, 2F, L-13D
USAF Academy Bullseye Aux Airstrip, CO (CO9Ø) ASOS 118.325	L-10F
West Kentucky Airpark, KY (5KY3) Memphis Center App/Dep Con 133.65 292.15	L-16I
William P Gwinn, FL (Ø6FA) Gwinn Tower 120.4 279.25 (Mon-Fri 1300-2100Z‡) Gnd Con 121.65 279.25	H-8I, L-23C

CANADA

FACILITY NAME	CHART & PANEL
Abbotsford, BC (CYXX) ATIS 119.8 (1500-0700Z‡) Victoria Trml App/Dep Con 132.7 (Avbl on ground) 290.8 Tower 119.4 (Inner) 121.0 (Outer) 295.0 (1500-0700Z‡) Gnd Con 121.8 MF 119.4 295.0 (0700-1500Z‡) (Shape irregular to 4500')	H-1B, L-12F
Amos/Magny, QC (CYEY) Montreal Center App/Dep Con 125.9	H-11B
Atikokan Muni, ON (CYIB) MF 122.3 (5 NM to 4500' No ground station)	L-14I
Barrie-Orillia (Lake Simcoe Rgnl), ON (CYLS) AWOS 122.55 (Pvt) Toronto Center App/Dep Con 124.025	H-11B, L-31D
Bar River, ON (CPF2) Toronto Center App/Dep Con 132.65	L-31C
Bathurst, NB (CZBF) Moncton Center App/Dep Con 134.25	L-32J
Boundary Bay, BC (CZBB) ATIS 125.5 (1500-0700Z‡) Vancouver App/Dep Con 132.3 363.8 Tower 118.1 (Inner) 127.6 (Outer) (1500-0700Z‡) Gnd Con 124.3 MF 118.1 (0700-1500Z‡ to 2000'. Vancouver Trml 125.2 above 2000'. Shape irregular to 2500'.)	H-1B, L-1E
Brampton, ON (CNC3) Toronto Trml App/Dep Con 119.3 253.1	L-31D
Brandon Muni, MB (CYBR) Winnipeg Center App/Dep Con 132.25 285.4 MF 122.1 (5 NM to 4000')	H-2H
Brantford, ON (CYFD) Toronto Trml App/Dep Con 128.27	L-31D
Brockville-Thousand Islands Rgnl Tackaberry, ON (CNL3) Montreal Center App/Dep Con 134.675	L-32G
Bromont, QC (CZBM) Montreal Center App/Dep Con 132.35 MF 122.15 (5 NM to 3400')	L-32G
Burlington Airpark, ON (CZBA) Toronto Center App/Dep Con 119.3 253.1	L-31D
Castlegar/West Kootenay Rgnl, BC (CYCG) Vancouver Center App/Dep Con 134.2 227.3 MF 122.1 (5 NM to 6500')	H-1C
Centralia/James T. Fld Muni, ON (CYCE) Toronto Center App/Dep Con 135.30	H-10G, 11B, L-31D
Charlottetown, PE (CYYG) Moncton Center App/Dep Con 135.65 384.8 MF 118.0 (5 NM to 3200')	H-11E, L-32J
Chatham-Kent, ON (CNZ3) Cleveland Center App/Dep Con 132.25	H-10G, L-30G

FACILITY NAME	CHART & PANEL
Collingwood, ON (CNY3) Toronto Center App/Dep Con 124.02	H-11B, L-31D
Cornwall Rgnl, ON (CYCC) Boston Center App/Dep Con 135.25 377.1	L-32G
Cranbrook/Canadian Rockies Intl, BC (CYXC) Vancouver Center App/Dep Con 133.6 MF 122.3 (5 NM to 6100')	H-1C
Debert, NS (CCQ3) Halifax Trml App/Dep Con 119.2	H-11E, L-32J
Digby, NS (CYID) Moncton Center App/Dep Con 123.9	L-32J
Downsview, ON (CYZD) Toronto Center App/Dep Con 133.4 MF 126.2 (1300-2300Z†, 3 NM to 1700')	H-11B, L-31E
Drummondville, QC (CSC3) Montreal Center App/Dep Con 132.35	L-32H
Earlton (Timiskaming Rgnl), ON (CYXR) MF 122.0 (5 NM to 3800') AWOS 128.6	H-11B
Elliot Lake Muni, ON (CYEL) Toronto Center App/Dep Con 135.4	L-31C
Fort Frances Muni, ON (CYAG) Minneapolis Center App/Dep Con 120.9	L-14H
Fredericton Intl, NB (CYFC) ATIS 127.55 (1045-0245Z†, OT AWOS) Moncton Center App/Dep Con 124.3 135.5 270.8 Tower 119.0 (1045-0245Z†) Gnd Con 121.7 (1045-0245Z†) MF 119.0 (0245-1045Z†, 5 NM to 3500')	H-11E, L-32I
Goderich, ON (CYGD) Toronto Center App/Dep 135.3 266.3	H-11B, L-31D
Greenwood, NS (CYZX) ATIS 128.85 244.3 (1100-0000Z†) App/Dep Con 120.6 335.9 Tower 119.5 126.2 236.6 324.3 Gnd Con 133.75 289.4 Clncl Del 128.025 283.9	H-11E, L-32J
Grimsby Air Park, ON (CNZ8) Toronto Trml App/Dep Con 128.27 268.75 Tower 125.0 308.475	L-31E
Halifax/Shearwater, NS (CYAW) ATIS 129.175 (Ltd hrs) App/Dep Con 119.2 MF Shearwater Advisory 119.0 126.2 340.2 360.2 (Ltd hrs) Gnd Con 121.7 250.1	H-11E, L-32J
Halifax/Stanfield Intl, NS (CYHZ) ATIS 121.0 Moncton Center App/Dep Con 118.7 119.2 128.55 135.3 363.8 Tower 118.4 236.6 Gnd Con 121.9 275.8 Clncl Del 123.95 Apron Advisory 122.125	H-11E, L-32J
Hamilton, ON (CYHM) ATIS 128.1 Toronto Trml App/Dep Con 128.27 268.75 Tower 119.7 125.0 Gnd Con 121.6	H-10H, 11B, L-11B
Kingston, ON (CYGK) Montreal Center App/Dep Con 135.05 398.4 (0400-1115Z†) MF 122.5 (1115-0400Z† 5 NM to 3300')	H-11C, L-31E, 32F
Kitchener/Waterloo, ON (CYKF) ATIS 125.1 (1200-0400Z†) Toronto Trml App/Dep Con 128.275 Waterloo Tower 126.0 118.55 (1200-0400Z†) Gnd Con 121.8 MF 126.0 (0400-1200Z† 5 NM to 4000')	H-11B, L-31D
Lachute, QC (CSE4) Montreal Center App Con 124.65 132.85 268.3 Montreal Center Dep Con 132.85 268.3	L-32G
La Tuque, QC (CYLQ) Montreal Center App/Dep Con 134.5	H-11C
Langley, BC (CYNJ) ATIS 124.5 (1630-0230Z, DT 1530-0330Z) Victoria Trml App/Dep Con 132.7 290.8 Tower 119.0 (1630-0230Z, DT 1530-0330Z) Gnd Con 121.9 MF 119.0 (0230-1630Z, DT 0330-1530Z 3 NM to 1900')	L-1E

FACILITY NAME	CHART & PANEL
Leamington, ON (CLM2) Cleveland Center App/Dep Con 132.45	L-30F
Lethbridge, AB (CYQL) ATIS 124.4 (1300-0545Z‡) Edmonton Center App/Dep Con 132.75 265.2 MF 121.0 (5 NM to 6000')	H-1D
Lindsay, ON (CNF4) Toronto Center App/Dep 134.25	L-31E, L-32F
Liverpool/South Shore Rgnl, NS (CYAU) Moncton Center App/Dep Con 123.9	L-32J
London, ON (CYXU) ATIS 127.8 (1120-0345Z‡) Toronto Center App/Dep 135.3 135.625 Tower 119.4 125.65 (1120-0345Z‡) Gnd Con 121.9 MF 119.4 (0345-1120Z‡ 5 NM to 3000')	H-10G, 11B, L-30G, 31D
Manitowaning/Manitoulin East Muni, ON (CYEM) Toronto Center App/Dep 135.4 260.9	L-31C
Maniwaki, QC (CYMW) Montreal Center App/Dep Con 126.57	L-32G
Mascouche, QC (CSK3) MF 122.35 (5 NM to 2500'. No gnd station. Excluding the portion S of the N shore of Riviere des Milles-Iles and 1 NM around Lac Agile Mascouche arpt.)	L-32G
Medicine Hat, AB (CYXH) AWOS 124.875 (0345-1245Z‡) MF 122.2 (1245-0345Z‡ 5 NM to 5400')	H-1D
Midland/Huronía, ON (CYEE) Toronto Center App/Dep 124.025	L-31D
Miramichi, NB (CYCH) Moncton Center App/Dep Con 123.7	H-11E, L-32J
Moncton/Greater Moncton Intl, NB (CYQM) ATIS 128.65 App/Dep 124.4 Tower 120.8 236.6 Gnd Con 121.8 275.8 Apron Advisory 122.075	H-11E, L-32J
Mont-Laurier, QC (CSD4) Montreal Center App/Dep Con 126.57	L-32G
Montreal Intl (Mirabel), QC (CYMX) ATIS 125.7 Montreal Center App Con 124.65 132.85 268.3 Montreal Dep Con 132.85 268.3 MF 119.1 (7 NM shape irregular to 2000') VFR Advisory 134.15	H-11C, 12K, L-32G
Montreal/Pierre Elliott Trudeau Intl, QC (CYUL) ATIS 133.7 Montreal Trml App Con 118.9 124.65 126.9 132.85 268.3 Tower 119.9 267.1 Gnd Con 121.9 275.8 Clnc Del 125.6 Apron 122.075 Montreal Trml Dep Con 118.9 (SE-S-SW) 124.65 (W-NW-NE) 268.3 VFR Advisory 134.15	H-11C, 12K, L-32G
Montreal/St-Hubert, QC (CYHU) ATIS 124.9 (Apr-Oct 1045-0500Z‡, Nov-Mar 1045-0400Z) AWOS 124.9 Montreal Center App/Dep Con 125.15 268.3 St. Hubert Tower 118.4 (Apr-Oct 1045-0500Z‡, Nov-Mar 1045-0400Z) Gnd Con 126.4 MF 118.4 (Apr-Oct 0500-1045Z‡, Nov-Mar 0400-1045Z 5 NM shape irregular to 2500') VFR Advisory 134.15	H-11C, L-32G
Muskoka, ON (CYQA) AWOS 124.575 Timmins Radio App/Dep Con 122.3 MF 122.3 (5 NM to 3900')	H-11B, L-31D
Nanaimo, BC (CYCD) Victoria Trml App/Dep 120.8 133.95 252.3 MF 122.1 291.8 1330-0530Z‡ (5 NM to 2500')	H-1B, L-1E
North Bay, ON (CYYB) ATIS 124.9 (1130-0330Z‡) Toronto Center App/Dep 121.225 127.25 MF 118.3 (1130-0330Z‡ 7 NM to 5000')	H-11B, L31D
Oshawa, ON (CYOO) ATIS 125.675 (1130-0330Z‡) Toronto Trml App/Dep Con 133.4 Tower 120.1 (1130-0330Z‡) Gnd Con 118.4 MF 120.1 (0330-1130Z‡ 5 NM to 3000')	L-31E

FACILITY NAME	CHART & PANEL
Ottawa/Carp, ON (CYRP) ATIS 121.15 Ottawa Trml App/Dep Con 128.175	L-31E, 32F
Ottawa/Gatineau, QC (CYND) Ottawa Trml App/Dep Con 127.7 128.175 MF 122.3 (5 NM shape irregular to 2500') VFR Advisory Ottawa Trml 127.7	H-11C, L-32G
Ottawa/MacDonald-Cartier Intl, ON (CYOW) ATIS 121.15 Ottawa App Con 135.15 Tower 118.8 (VFR South) 120.1 (VFR North) 118.8 341.3 Gnd Con 121.9 Cinc Del 119.4 Ottawa Dep Con 128.175	L-11C
Owen Sound/Billy Bishop Rgnl, ON (CYOS) Toronto Center App/Dep 132.575 290.6	L-31D
Pelee Island, ON (CYPT) Cleveland Center App/Dep Con 126.35 360.0	L-30F
Pembroke, ON (CYTA) Montreal Center App/Dep Con 135.2 Petawawa Advisory 126.4 250.1 (Mon-Fri 1300-2130Z†, OT PPR)	H-11C, L-31E, 32F
Penticton, BC (CYYF) Vancouver Center App/Dep Con 133.5 351.3 MF 118.5 (5 NM to 4100')	H-1B
Peterborough, ON (CYPQ) AWOS 126.925 Toronto Center App/Dep 134.25	H-11B, L-31E, 32F
Pincher Creek, AB (CZPC) Edmonton Center App/Dep Con 132.75 265.2	H-1D
Pitt Meadows, BC (CYPK) ATIS 125.0 (1500-0700Z†) Vancouver Center App Con 128.6 352.7 (Outer) Pitt Tower 126.3 (1500-0700Z†) Gnd Con 123.8 Vancouver Center Dep Con 132.3 363.8 (South) MF 126.3 (0700-1500Z†) (3NM to 2500')	L-1E
Quebec/Jean Lesage Intl, QC (CYQB) ATIS 134.6 Montreal Center App/Dep Con 124.0 127.85 135.025 270.9 322.8 Tower 118.65 236.6 Gnd Con 121.9 250.0	H-11D, L-32H
Riviere Du Loup, QC (CYRI) AWOS 122.025 (Pvt) Montreal Center App/Dep Con 125.1 299.6	H-11D
Rouyn Noranda, QC (CYUY) Montreal Center App/Dep Con 125.9 MF 122.2 (5 NM to 4000')	H-11B
Saint John, NB (CYSJ) Moncton Center App/Dep Con 124.3 135.5 270.8 MF 118.5 (5 NM to 3400')	H-11E, L-32J
Sarnia (Chris Hadfield), ON (CYZR) AWOS 119.125 Toronto Center App/Dep Con 134.375	H-10G, 11B, L-30F
Sault Ste Marie, ON (CYAM) ATIS 133.05 (1300-0100Z†) Toronto Center App/Dep Con 132.65 344.5 Tower 118.8 (1300-0100Z†) Gnd Con 121.7 (1300-0100Z†) MF 118.8 (0100-1300Z† 5 NM irregular shape to 3000')	H-2K, L-31B
Sherbrooke, QC (CYAM) AWOS 126.25 Montreal Center App/Dep Con 132.55 MF 123.5 (Ltd hrs 5 NM to 3800')	H-11D, L-32H
South Renfrew Muni, ON (CNP3) Montreal Center App/Dep 124.275	L-31E, 32F
Southport, MB (CYPG) ATIS 120.85 (Mon-Fri 1400-2300Z† except holidays) Tower 126.2 384.2 (Mon-Fri 1400-2300Z† except holidays) Gnd Con 121.7 275.8	H-2H

FACILITY NAME	CHART & PANEL
Springwater Barrie Airpark, ON (CNA3) Toronto Center App/Dep Con 124.025	L-31D
St. Catharines/Niagara District, ON (CYSN) ATIS 128.525 (1215-0200Z‡) Toronto Trml App/Dep Con 133.4 253.1 MF 123.25 (1215-0200Z‡ 5 NM to 3300')	H-10H, 11B, L-31E
St. Frederic, QC (CSZ4) Montreal Center App/Dep Con 135.025 270.9	L-32H
St. Georges, QC (CYSG) Montreal Center App/Dep Con 132.35 MF 122.15 (5 NM 3900' ASL)	H-32H, L-11D
St. Jean, QC (CYJN) Montreal Center App/Dep Con 125.15 268.3 Tower 118.2 (Apr-Oct 1230-0230Z‡ Nov-Mar 1300-0200Z‡) Gnd Con 121.7	L-32G
Sudbury, ON (CYSB) ATIS 127.4 Toronto Center App/Dep Con 135.5 MF 125.5 (7 NM to 4000')	H-31B, 10G, L-31D
Summerside, PE (CYSU) AWOS 122.55 (Pvt) Moncton Center App/Dep Con 124.4 384.8	H-11E, L-32J
Thunder Bay, ON (CYQT) ATIS 128.8 (1100-0400Z‡) Winnipeg Center App/Dep Con 132.125 Tower 118.1 (1100-0400Z‡) Gnd Con 121.9 (1100-0400Z‡) App/Dep 119.2 MF 118.1 (0400-1100Z‡ 5 NM to 4000')	H-2J, L-14J
Timmins/Victor M. Power, ON (CYTS) ATIS 124.95 (1000-0500Z‡) Toronto Center App/Dep Con 128.3 MF 122.3 (5 NM to 4000')	H-11B
Toronto/Buttonville Muni, ON (CYKZ) ATIS 127.1 (1200-0400Z‡) Toronto Trml App/Dep Con 133.4 Tower 124.8 119.9 (1200-0400Z‡) Gnd Con 121.8 (1200-0400Z‡) MF 124.8 (0400-1200Z‡ No gnd station. 5 NM shape irregular to below 2500')	L-31E
Toronto/Billy Bishop Toronto City Airport, ON (CYYZ) ATIS 133.6 (1130-0400Z‡) App/Dep Con 133.4 Tower 118.2 119.2 (1130-0400Z‡) Gnd Con 121.7	L-31E
Toronto/Lester B Pearson Intl, ON (CYYZ) ATIS 120.825 App Con 124.475 125.4 132.8 Dep Con 127.575 128.8 Tower 118.35 118.7 Gnd Con 119.1 121.65 121.9 Clnc Del 121.3 (1200-0400Z‡)	H-11B, L-31D
Trenton, ON (CYTR) ATIS 135.45 257.7 App/Dep Con 128.4 324.3 Tower 128.7 236.6 Gnd Con 121.9 275.8 Clnc Del 124.35 286.4	H-11C, L-31E, 32F
Trenton/Mountain View, ON (CPZ3) Trenton Mil Advisory 268.0	H-11C, L-31E, 32F
Trois-Rivieres, QC (CYRQ) Montreal Center App/Dep Con 128.225 229.2 MF 123.0 (5 NM to 3200')	H-11C, L-32H
Val-D'or, QC (CYVO) Montreal Center App/Dep Con 125.9 308.3 MF 118.5 (1030-0325Z‡ 5 NM to 4000')	H-11B
Vancouver Intl, BC (CYVR) ATIS 124.6 124.75 App Con 128.6 128.17 352.7 (Outer) 133.1 134.225 352.7 (Inner) Dep Con 126.125 (north) 132.3 (south) 363.8 Tower 118.7 (south) 119.55 (north) VFR 124.0 125.65 226.5 236.6 Gnd Con 121.7 (south) 127.15 (north) 275.8 Clnc Del 121.4	H-1B, L-1E

FACILITY NAME	CHART & PANEL
Victoria Intl, BC (CYYJ) ATIS 118.8 (1400-0800Z‡) App Con 125.95 Dep Con 133.85 Tower 119.1 (Outer) 119.7 (Inner) 239.6 Gnd Con 121.9 361.4 (1400-0800Z‡ OT ctc Kamloops 119.7) Cinc Del 126.4 (1400-0800Z‡)	H-1B, L-1E
Victoriaville, QC (CSR3) Montreal Center App Con 132.35	L-32H
Waterville/Kings Co Muni, NS (CCW3) Greenwood Trml App/Dep Con 120.6 335.9 Greenwood Tower 119.5 324.3	L-32J
Warton, ON (CYVW) Toronto Center App/Dep Con 132.575 MF 122.2 (5 NM to 3700')	H-11B, L-31D
Windsor, ON (CYQG) ATIS 134.5 (1130-0330Z‡) Detroit App/Dep Con 126.85 127.5 134.3 348.3 363.2 Tower 124.7 (1130-0330Z‡) Gnd Con 121.7 (1130-0330Z‡) MF 124.7 (0330-1130Z‡ 6 NM irregular shape to below 3000') VFR Advisory Detroit App Con 134.3	H-10G, L-8J
Yarmouth, NS (CYQI) Moncton Center App/Dep Con 123.9 368.5 MF 123.0 (5 NM to 3100')	H-11E, L-32I

MEXICO

FACILITY NAME	CHART & PANEL
Abraham Gonzalez Intl (MMCS) Juarez App Con 119.9 Juarez Tower 118.9	H-4K, L-6F
Del Norte Intl (MMAN) ATIS 127.55 (1300-0300Z‡) Monterrey App 119.75 120.4 Tower 118.6	H-7B, L-20G
Durango Intl (MMDO) ATIS 132.1 Tower 118.1 Durango Info 122.3	H-7A
General Abelardo L Rodriguez Intl (MMTJ) ATIS 127.9 Tijuana App Con 119.5 120.3 Tijuana Tower 118.1 Tijuana Cinc Del 122.35 Tijuana Info 132.1	H-4H, L-4H
General Lucio Blanco Intl (MMRX) Reynosa App Con 118.8 Reynosa Tower 118.8	H-7B, L-20H
General Mariano Escobedo Intl (MMMY) ATIS 127.7 Monterrey App Con 119.75 120.4 Monterrey Tower 118.1 Gnd Con 121.9	H-7B, L-20G
General R Fierro Villalobos Intl (MMCU) ATIS 127.9 Chihuahua App Con 121.0 Chihuahua Tower 118.4	L-6I
General Rodolfo Sanchez Taboada Intl (MMML) ATIS 127.6 Mexicali App Con 118.2 Mexicali Tower 118.2 Mexicali Info 123.9 122.3	H-4H, L-4J, 5A
General Servando Canales Intl (MMMA) Matamoros App Con 118.0 Matamoros Tower 118.0	H-7C, L-21A
Plan De Guadalupe Intl (MMIO) Saltillo App Con 127.4 Saltillo Tower 118.4	H-7B
Quetzalcoatl Intl/Nuevo Laredo Intl (MMNL) Nuevo Laredo App Con 118.3 Nuevo Laredo Tower 118.3	H-7B, L-20G
Torreon Intl (MMTC) App Con 119.6 Tower 118.5	H-7A

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In support of the Federal Aviation Administration's Runway Incursion Program, selected towered airport diagrams have been published in the Airport Diagram section of the A/FD. Diagrams will be listed alphabetically by associated city and airport name. Airport diagrams, depicting runway and taxiway configurations, will assist both VFR and IFR pilots in ground taxi operations. The airport diagrams in this publication are the same as those published in the U.S. Terminal Procedure Publications. For additional airport diagram legend information see the U.S. Terminal Procedures Publication.





NOTE: Some text data published under the individual airport in the front portion of the A/FD may be more current than the data published on the Airport Diagrams. The airport diagrams are updated only when significant changes occur.

GENERAL INFORMATION

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

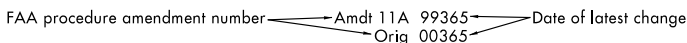
Available pilot controlled lighting (PCL) systems are indicated as follows:

1. Approach lighting systems that bear a system identification are symbolized using negative symbology, e.g., , , .
2. Approach lighting systems that do not bear a system identification are indicated with a negative "0" beside the name. A star (★) indicates non-standard PCL, consult the individual airport in the front portion of the A/FD, e.g., .

To activate lights use frequency indicated in the communication section of the chart with a  or the appropriate lighting system identification e.g., UNICOM 122.8 , , .

<u>KEY MIKE</u>	<u>FUNCTION</u>
7 times within 5 seconds	Highest intensity available
5 times within 5 seconds	Medium or lower intensity (Lower REIL or REIL-off)
3 times within 5 seconds	Lowest intensity available (Lower REIL or REIL-off)

CHART CURRENCY INFORMATION



The Chart Date identifies the Julian date the chart was added to the volume or last revised for any reason. The first two digits indicate the year, the last three digits indicate the day of the year (001 to 365/6) in which the latest addition or change was first published.

The Procedure Amendment Number precedes the Chart Date, and changes any time instrument information (e.g., DH, MDA, approach routing, etc.) changes. Procedure changes also cause the Chart Date to change.

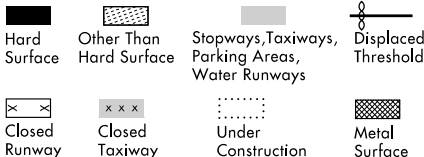
MISCELLANEOUS

- ★ Indicates a non-continuously operating facility, see the individual airport in the front portion of the A/FD.
- # Indicates control tower temporarily closed UFN.

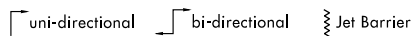
INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

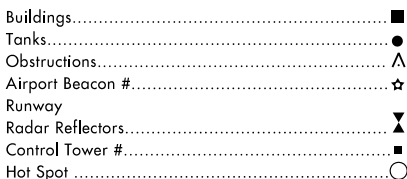


ARRESTING GEAR: Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.



ARRESTING SYSTEM

REFERENCE FEATURES



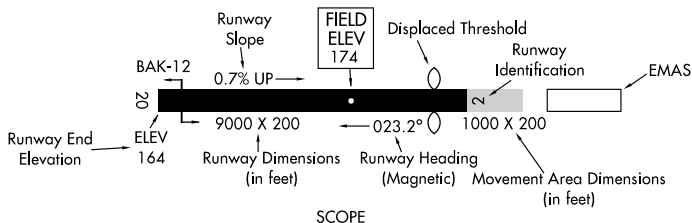
When Control Tower and Rotating Beacon are co-located, Beacon symbol will be used and further identified as TWR.

Runway length depicted is the physical length of the runway (end-to-end, including displaced thresholds if any) but excluding areas designated as stopways.

A **D** symbol is shown to indicate runway declared distance information available, see appropriate A/FD, Alaska or Pacific Supplement for distance information.

Runway Weight Bearing Capacity/or PCN Pavement Classification Number is shown as a codified expression.

Refer to the appropriate Supplement/Directory for applicable codes e.g., RWY 14-32 PCN 80 F/D/X/U S-75, D-185, 2S-175, 2D-325



Helicopter Alighting Areas: (H) (H) (H) (H) (H)

Negative Symbols used to identify Copter Procedures landing point: (H) (H) (H) (H) (H)

Runway Threshold elevation.....THRE 123

Runway TDZ elevation.....TDZE 123

Runway Slope.....0.3% DOWN
(shown when runway slope is greater than or equal to 0.3%)

NOTE:
Runway Slope measured to midpoint on runways 8000 feet or longer.

U.S. Navy Optical Landing System (OLS) "OLS" location is shown because of its height of approximately 7 feet and proximity to edge of runway may create an obstruction for some types of aircraft.

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

True/magnetic North orientation may vary from diagram to diagram

Coordinate values are shown in 1 or 1/2 minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

Positional accuracy within ±600 feet unless otherwise noted on the chart.

NOTE:

All new and revised airport diagrams are shown referenced to the World Geodetic System (WGS) (noted on appropriate diagram), and may not be compatible with local coordinates published in FLIP. (Foreign Only)

Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations and provide information for updating Computer Based Navigation Systems (I.E., INS, GPS) aboard aircraft. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.

HOT SPOTS

An “Airport surface hot spot” is a location on an aerodrome movement area with a history or potential risk of collision runway incursion, and where heightened attention by pilots/drivers is necessary.

A “hot spot” is a runway safety related problem area on an airport that presents increased risk during surface operation. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles designated as “HS 1”, “HS 2”, etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
ARIZONA		
MESA		
FALCON FLD (FFZ)	HS 1	Acft approaching Twy D from the ramp and destined for Rwy 04R or Rwy 22L sometimes miss the turn into Twy D.
PHOENIX		
PHOENIX–MESA GATEWAY (IWA)	HS 1	Twy V, Twy B, and Twy K complex intersection.
PHOENIX		
PHOENIX SKY HARBOR INTL (PHX)	HS 1	Rwy 07L and Rwy 07R, Twy F, Twy F sometimes mistaken for Rwy 07L or Rwy 07R.
	HS 2	Pilots sometimes cross Rwy 07L–25R at Twy F8, Twy F9, or Twy F10 without authorization.
TUCSON		
RYAN FLD (RYN)	HS 1	Air t/c often taxi to acft via Twy B and onto Rwy 33 for departure on Rwy 06R. Use caution not to enter Rwy 6R without ATC authorization.
TUCSON		
TUCSON INTL (TUS)	HS 1	Complex intersection.
	HS 2	Pilots instructed to hold short of Rwy 11L–29R or Rwy 11R–29L sometimes cross the approach area of these runways without authorization.
	HS 3	Rwy 29R sometimes mistaken for Rwy 29L.
	HS 4	Pilots instructed to hold short of RWY 11L–29R on TWY A5 and TWY A6 sometimes taxi onto rwy without authorization when departing the General Aviation Parking area.
CALIFORNIA		
CONCORD		
BUCHANAN FIELD (CCR)	HS 1	Pilots traveling southeast on Twy J and instructed to taxi via Twy E to Rwy 01L or Rwy 19R sometimes miss the turn onto Twy E and proceed onto Rwy 01L–19R at Twy J without clearance.
	HS 2	Pilots departing the Rwy 32L run-up area sometimes mistake Twy J for Twy 32L.
	HS 3	Complex intersection at Rwy 01R–19L, Twy J, Twy A, Twy C and Twy K.
	HS 4	Pilots on Twy A sometimes fail to comply with hold short instructions for Rwy 32L approach area.
HAWTHORNE		
JACK NORTHROP FIELD/HAWTHORNE MUNI (HHR)	HS 1	Rwy 25 run-up area, do not depart the run-up area without ATC clearance.
HAYWARD		
HAYWARD EXECUTIVE (HWD)	HS 1	Acft approaching Twy A from the ramp sometimes fail to turn onto Twy A, proceeding onto Twy E and ultimately Rwy 10L–28R.
	HS 2	Area not visible from ATCT.
	HS 3	Area not visible from ATCT.

LONG BEACH LONG BEACH DAUGHERTY FLD (LGB)	HS 1	Acft exiting Rwy 30 at Twy A turn left on Twy D, anticipate reaching their destination, and fail to hold short of Rwy 07L–25R.
	HS 2	Acft northbound on Twy B and instructed to hold short of Rwy 12–30 at Twy K sometimes miss the turn onto Twy K and proceed straight ahead onto Rwy 12–30 and Rwy 07L–25R.
	HS 3	Acft southbound on Twy B anticipate reaching their destination parking ramp and fail to hold short of Rwy 07R–25L.
	HS 4	Acft eastbound on Twy J instructed to taxi to Rwy 25L at Twy D sometimes miss the turn onto Twy D and proceed onto Rwy 12–30 without authorization.
	HS 5	Acft taxiing to Rwy 16R from the southwest ramp sometimes miss the left turn onto Twy B, continue eastbound onto Twy F, and enter Rwy 16R–34L.
	HS 6	After completing a run-up on inactive Rwy 34R, acft sometimes fail to hold short of Rwy 07R–25L.
	HS 7	Acft Idg Rwy 30, be aware that this rwy crosses every other rwy at the arpt. When exiting, pilots should ensure they are following a yellow, “lead-off” line onto a rwy.
MERCED CASTLE (MER)	HS 1	Complex area. Verify correct taxi route. Areas south of Twy A and Twy G are private ramp.
	HS 2	Tfc congestion due to large volume of aircraft proceeding to and from Rwy 31.
NAPA NAPA COUNTY (APC)	HS 1	Twy A, Twy C, Twy E, and the ramp. Complex intersection and high density tfc area.
	HS 2	Rwy 24, Twy A. Acft and vehicles transiting to and from the hangars via Twy A sometimes cross Rwy 24 at Twy A without clearance.
	HS 3	Rwy 24 and Rwy 36L. Acft taxiing on Rwy 24, do not cross Rwy 36L without clearance. Acft taxiing on Rwy 36L, do not cross Rwy 24 without clearance.
OAKLAND METROPOLITAN OAKLAND INTL (OAK)	HS 1	Twy A and Twy B both cross Rwy 27R. Pilots sometimes mistake Twy A for Twy B, and vice versa. Verify correct taxi route.
	HS 2	Acft departing the ramp sometimes miss their turn onto Twy C or Twy D, mistakenly proceeding onto Twy H or Twy G and ultimately Rwy 09L–27R.
	HS 3	Complex intersection. Pilots sometimes taxi onto Rwy 09L or Rwy 33 by mistake.
PALM SPRINGS PALM SPRINGS INTL (PSP)	HS 1	Pilots sometimes mistake Twy C for Rwy 13R–31L or Rwy 13L–31R.
	HS 2	Pilots instructed to taxi to Rwy 13R via Twy B and Twy C sometimes miss the turn onto Twy C and enters Rwy 31R–31L without authorization.
	HS 3	Pilots approaching Rwy 31R on Twy B sometimes fail to hold short of Rwy 31R.
	HS 4	Pilots exiting Rwy 31L at Twy J sometimes miss the turn onto Twy C and enter Rwy 13L without authorization.
SACRAMENTO SACRAMENTO INTL (SMF)	HS 1	Acft approaching Twy A from the east on Twy A10 sometimes miss the turn onto Twy A.
SALINAS SALINAS MUNI (SNS)	HS 1	Acft instructed to taxi from the ramp to Rwy 26 sometimes miss the turn onto Twy C and continue along Twy A, subsequently entering Rwy 26 at Twy A without ATC authorization.

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AIRPORT DIAGRAMS

SAN FRANCISCO SAN FRANCISCO INTL (SFO)	HS 1	Pilots instructed to follow Twy B south sometimes continue onto Twy J or Twy F by mistake.
	HS 2	Pilots taxiing east on Twy C and instructed to turn right onto Twy E sometimes miss the turn onto Twy E and continue across Rwy 01L–19R by mistake.
	HS 3	Acft exiting Rwy 28R on Twy T: manage your taxi speed. Expect to hold short of Rwy 28L.
SAN JOSE NORMAN Y. MINETA SAN JOSE INTL (SJC)	HS 1	Pilots assigned Rwy 29 for ldg sometimes land Rwy 30L by mistake. Pilots proceeding into, or exiting, the Rwy 29 run-up area sometimes enter Rwy 29 without ATC authorization.
SANTA ANA JOHN WAYNE AIRPORT/ORANGE CO (SNA)	HS 1	ATC often instructs pilots to “Taxi up to and hold short” of Rwy 19L and Rwy 19R. As with normal hold short instruction, one must always stop short of the Runway Holding Position Markings.
	HS 2	Pilots exiting Rwy 19R or Rwy 19L onto Twy H: short distance between rwys. Expect to hold short of the parallel rwy. Manage your taxi speed. Do not cross the Runway Holding Position Markings for the parallel rwy without ATC authorization.
	HS 3	Pilots taxiing via Twy A, Twy H, and Twy C sometimes miss the turn from Twy H to Twy C.
SANTA BARBARA SANTA BARBARA MUNI (SBA)	HS 1	Pilots are sometimes confused by the angle at which Twy C intersects Rwy 07–25.
	HS 2	Very wide pavement area. Do not cross Rwy 15L or Rwy 15R without authorization.
	HS 3	ATC often utilizes Rwy 15L–33R and Rwy 15R–33L to taxi arriving aircraft off of Rwy 07–25.
	HS 4	Pilots instructed to taxi to Rwy 35 sometimes miss the turn onto Twy J, not realizing that the approach end of Rwy 25 begins at Twy J.
VICTORVILLE SOUTHERN CALIFORNIA LOGISTICS (VCV)	HS 1	Wrong rwy departure risk.

COLORADO

ASPEN ASPEN–PITKIN COUNTY/SARDY FIELD (ASE)	HS 1	Twy A2. Short taxi distance from ramp to rwy.
	HS 2	Twy A on west edge of ramp. Passengers and vehicles are required to stay east of Twy A unless cleared by ATC.
	HS 3	Twy A4. Short taxi distance from ramp to rwy.
DENVER CENTENNIAL (APA)	HS 1	Intersection Twy A1. Hold line across run–up area.
	HS 2	Twy A, Twy A8, Twy A9 and Twy C1 congested intersections.
	HS 3	Twy C1 and Twy D1 close proximity to Rwy 10.
DENVER ROCKY MOUNTAIN METROPOLITAN (BJC)	HS 1	Frequent helicopter operations on north ends of Twy B and Rwy 02–20. Use caution in this area.
EAGLE EAGLE COUNTY RGNL (EGE)	HS 1	High density parking area on ramp east of Twy C2. Air carrier acft should not leave or enter Twy A east of Twy C2.

NEVADA

LAS VEGAS MC CARRAN INTL (LAS)	HS 1	Exiting the ramp, use caution at Twy S not to cross the rwy holding position markings for Rwy 19L. Twy S intersects with Twy D, Twy Z, and Twy G, which require a turn to the north or south.
	HS 2	Exiting Rwy 01R–19L use caution not to enter Twy U, and avoid entering Rwy 01L–19R without authorization.
	HS 3	Exiting Rwy 01R–19L use caution not to enter Twy Y, and avoid entering Rwy 01L–19R without authorization.
	HS 4	Rwy holding position markings for Rwy 07L and Rwy 01L are co-located, and located north of Rwy 07L. Verify rwy heading and alignment with proper rwy prior to departure.
	HS 5	Twy E is often misidentified as a rwy. Verify rwy markings prior to departure.
LAS VEGAS NORTH LAS VEGAS (VGT)	HS 1	ATC often requires Rwy 12R departures to hold short of Rwy 07. Common mistake is to cross Rwy 07 without ATC authorization.
	HS 2	Pilots sometimes enter or cross Rwy 12R without authorization.
	HS 3	Pilots taxiing east on Twy A and destined for Rwy 30L sometimes miss the turn onto Twy B, proceeding onto Rwy 12R without ATC authorization.
	HS 4	Pilots taxiing east on Twy A sometimes fail to hold short of Rwy 12L, or neglect to turn onto Rwy 12L for departure, instead departing on Twy A.
MINDEN MINDEN–TAHOE (MEV)	HS 1	Complex intersection, be vigilant for acft using intersecting rwy.
	HS 2	Frequent crossings for sailplane ops.
RENO RENO/TAHOE INTL (RNO)	HS 1	Pilots departing the southwest ramp and instructed to hold short of Rwy 07–25 sometimes fail to comply.
	HS 2	Pilots northbound on Twy C sometimes proceed straight ahead into the ramp by mistake.
	HS 3	Full length departures for Rwy 16L sometimes turn left at Twy D by mistake.

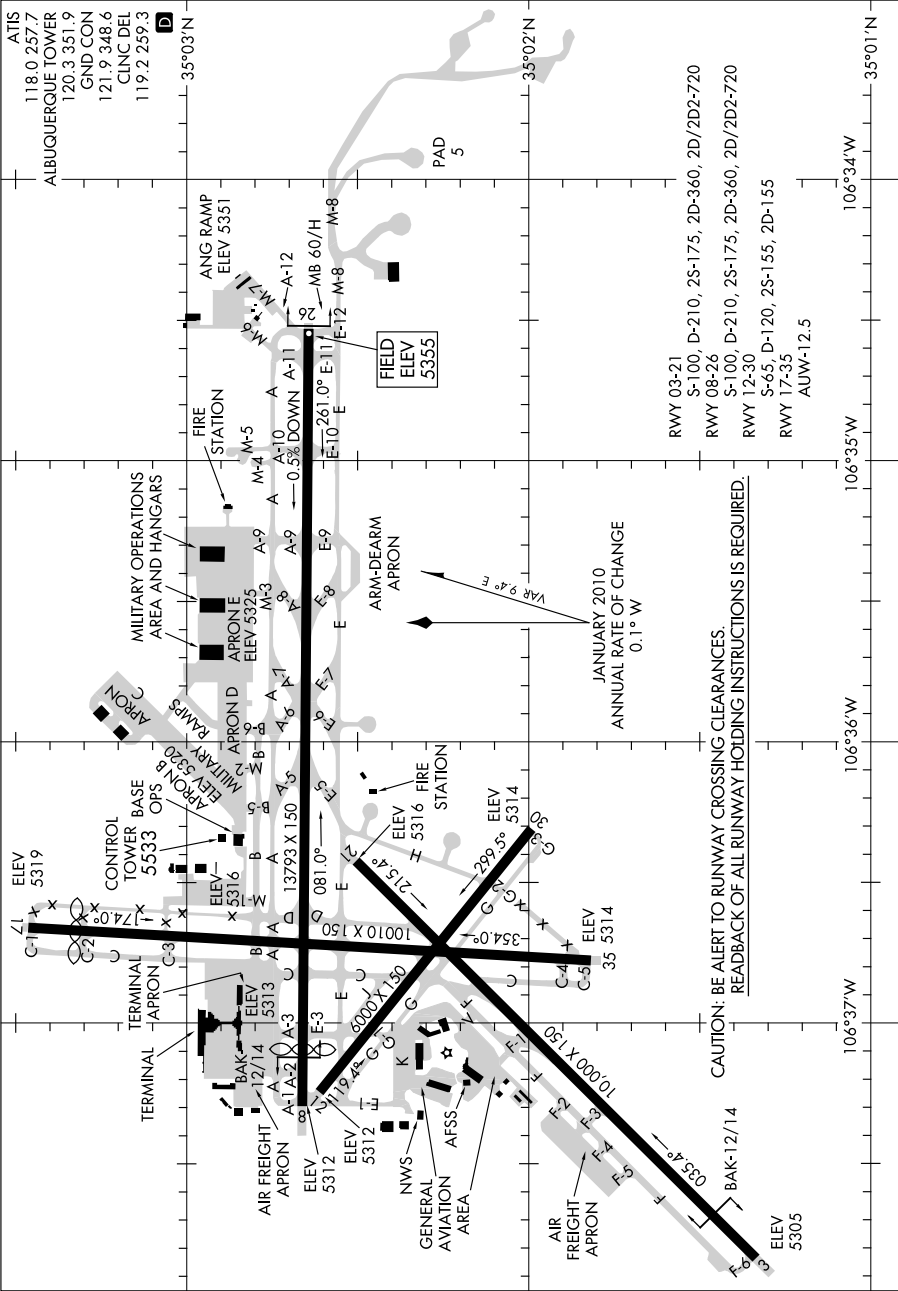
UTAH

PROVO PROVO MUNI (PVU)	HS 1	Pilots taxiing to Rwy 13 often take Twy A3 instead of Twy A. Twy A3 leads to intersection of two rws.
SALT LAKE CITY SALT LAKE CITY INTL (SLC)	HS 1	Caution do not cross hold line for Rwy 35 during taxi SE on Rwy 14–32. Hold line is on north side of Rwy 32 numbers.
	HS 2	Possible confusion between ramp, twy and rwy due to large paved area. Do not cross rwy hold lines without ATC clearance. ATC clearance is needed to enter the movement area, which is immediately west of vehicle drive lanes and marked by movement/nonmovement boundary line.
	HS 3	Area not visible from ctl twr.

10210

AIRPORT DIAGRAM

ALBUQUERQUE INTL SUNPORT (ABQ)
ALBUQUERQUE, NEW MEXICO



AIRPORT DIAGRAM

ALBUQUERQUE, NEW MEXICO
ALBUQUERQUE INTL SUNPORT (ABQ)

10210

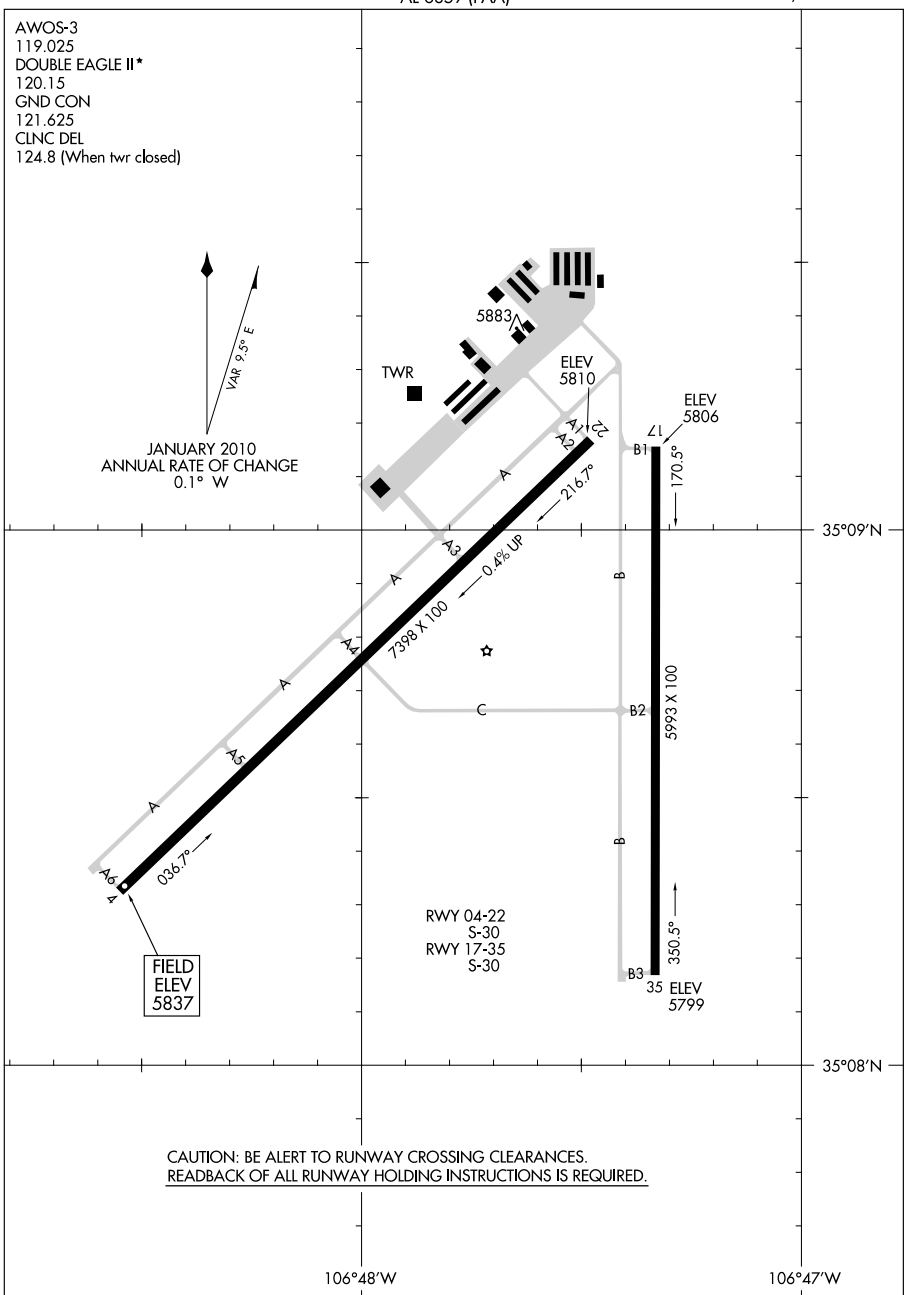
10210

AIRPORT DIAGRAM

AL-6859 (FAA)

ALBUQUERQUE/ DOUBLE EAGLE II (AEG)

ALBUQUERQUE, NEW MEXICO



AIRPORT DIAGRAM

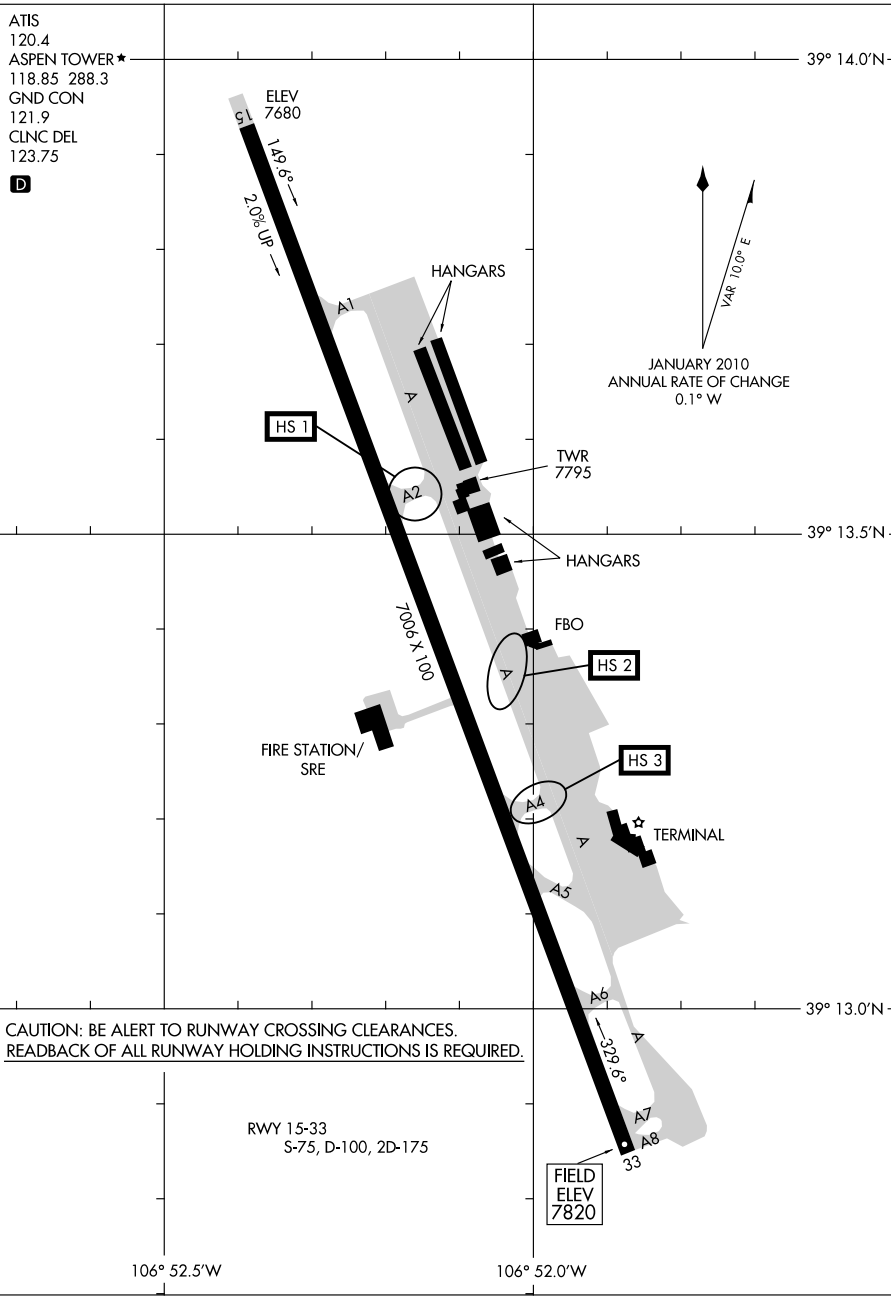
10210

ALBUQUERQUE, NEW MEXICO

ALBUQUERQUE/ DOUBLE EAGLE II (AEG)

10266
AIRPORT DIAGRAM

AL-5889 (FAA)
ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)
ASPEN, COLORADO



AIRPORT DIAGRAM
10266

ASPEN, COLORADO
ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)

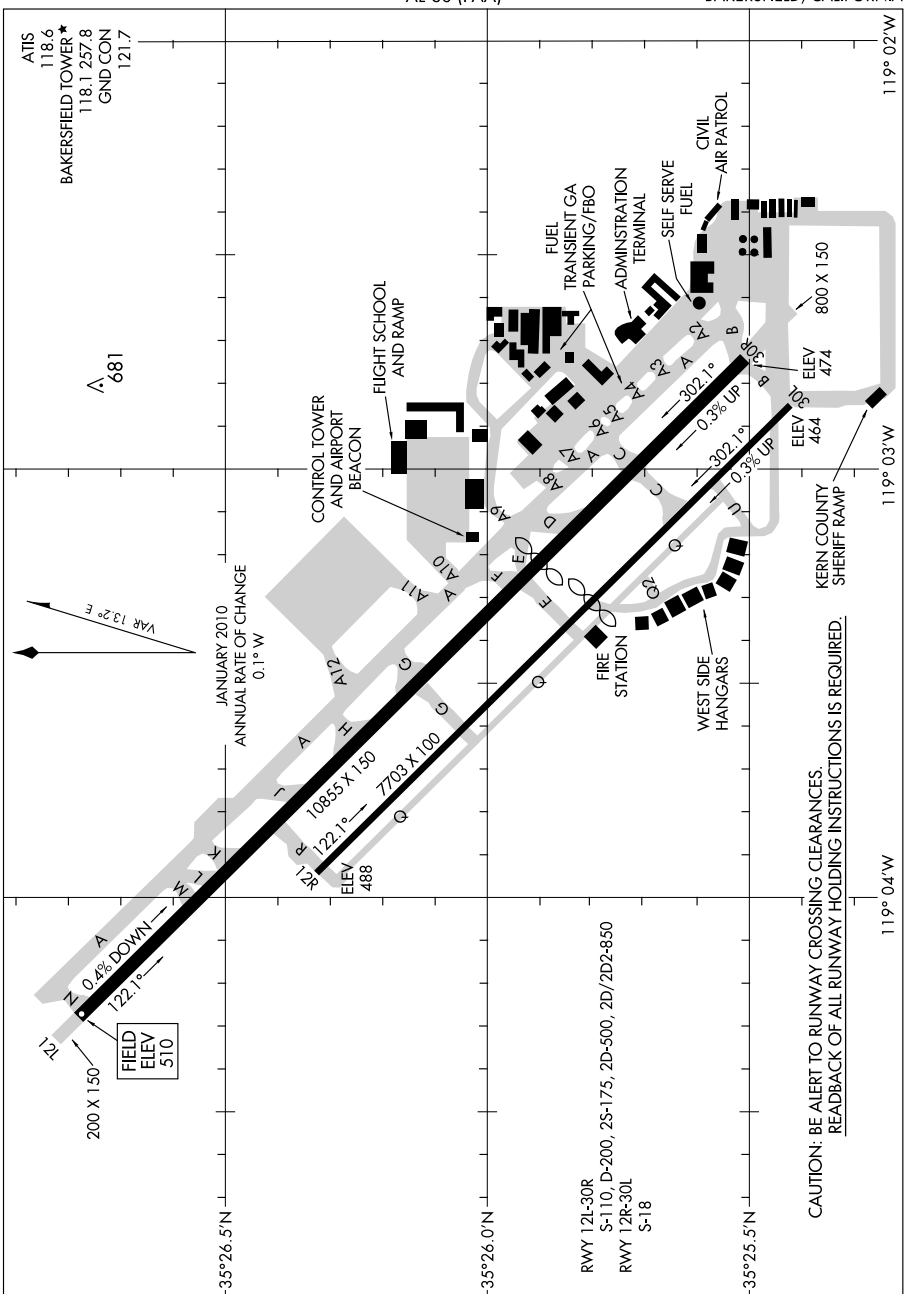
10210

AIRPORT DIAGRAM

AL-36 (FAA)

BAKERSFIELD/MEADOWS FIELD (BFL)

BAKERSFIELD, CALIFORNIA



AIRPORT DIAGRAM

10210

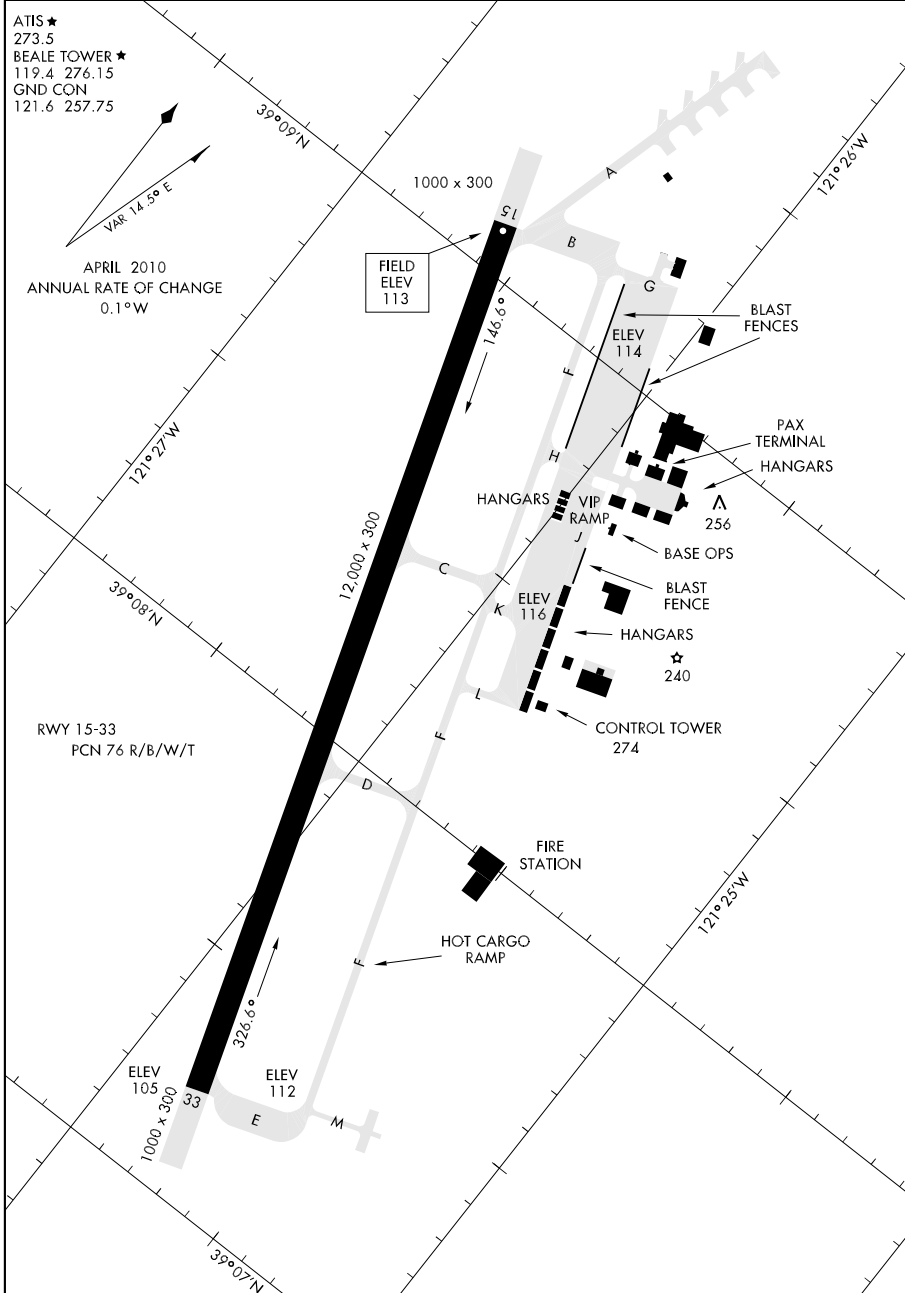
BAKERSFIELD, CALIFORNIA

BAKERSFIELD/MEADOWS FIELD (BFL)

10098

AIRPORT DIAGRAM

[USAF] AFD-771

BEALE AFB (KBAB)
MARYSVILLE, CALIFORNIA

AIRPORT DIAGRAM

MARYSVILLE, CALIFORNIA
BEALE AFB (KBAB)

SW. 23 SEP 2010 to 18 NOV 2010

AURORA, COLORADO

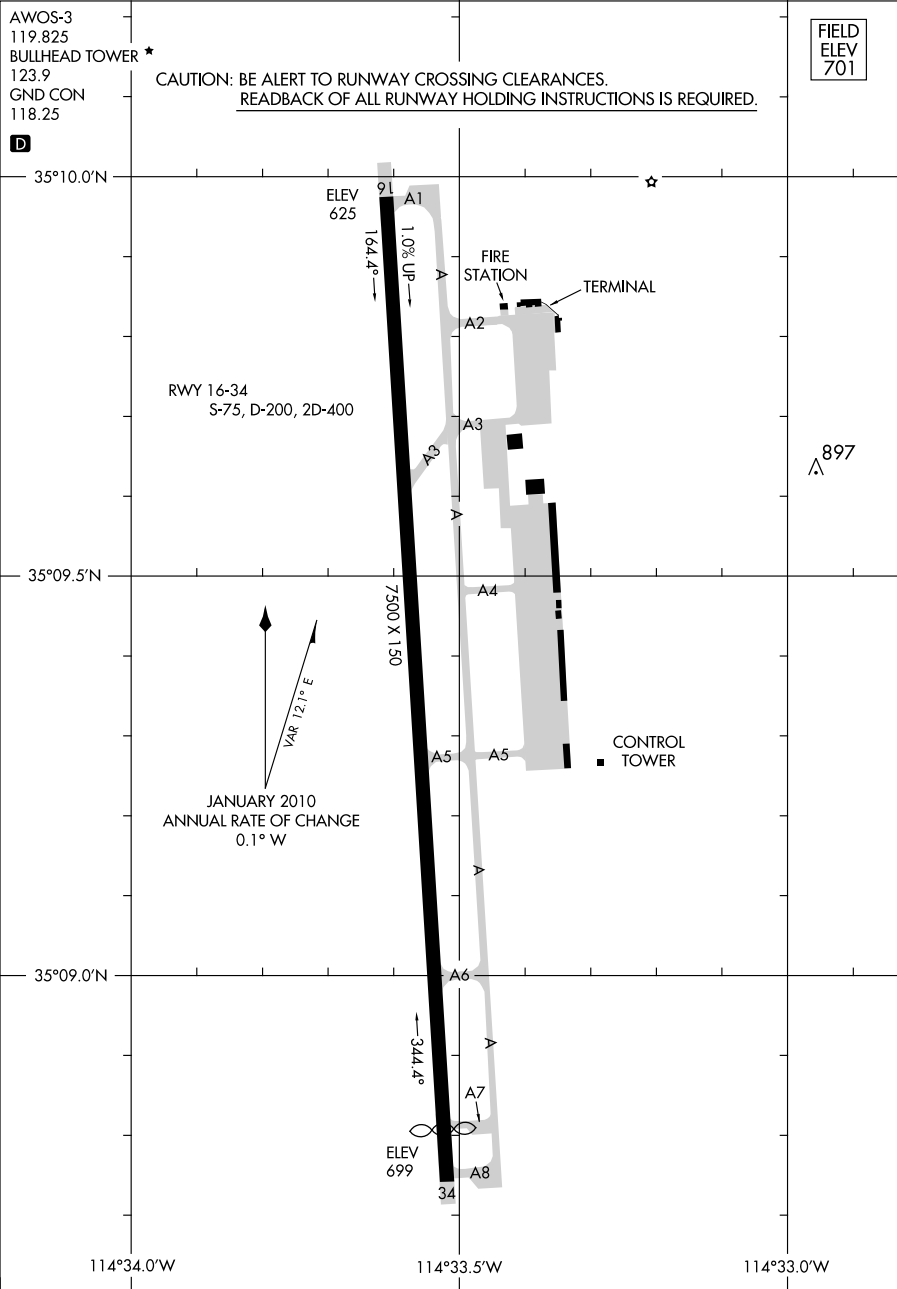
BUCKLEY AFB (KBKF)

SW. 23 SEP 2010 to 18 NOV 2010

10210

AIRPORT DIAGRAM

BULLHEAD CITY/ LAUGHLIN/ BULLHEAD INTL (IFP)
AL-6967 (FAA) BULLHEAD CITY, ARIZONA



AIRPORT DIAGRAM

BULLHEAD CITY, ARIZONA
BULLHEAD CITY/ LAUGHLIN/ BULLHEAD INTL (IFP)

10210

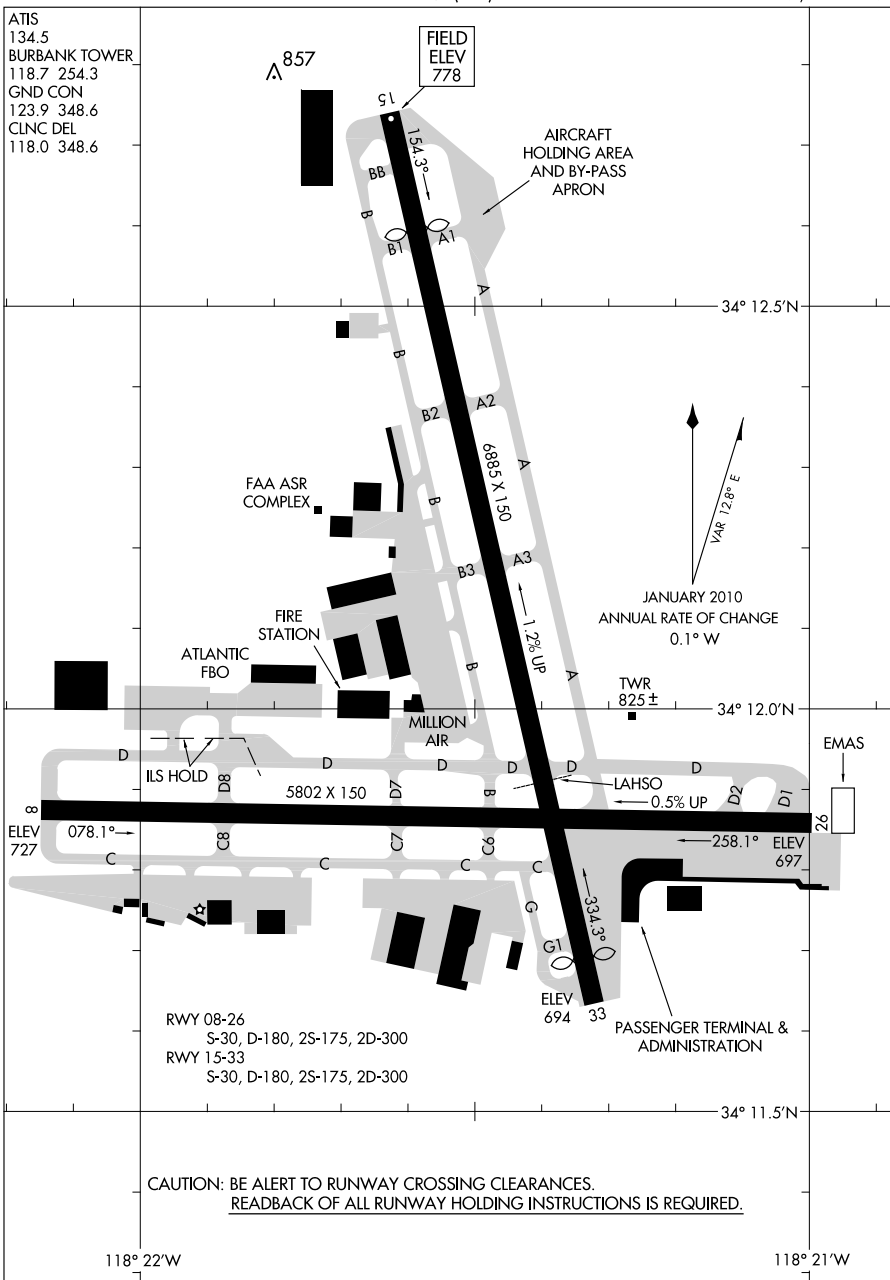
10210

AIRPORT DIAGRAM

AL-67 (FAA)

BURBANK/ BOB HOPE (BUR)
BURBANK, CALIFORNIA

ATIS
134.5
BURBANK TOWER
118.7 254.3
GND CON
123.9 348.6
CLNC DEL
118.0 348.6



AIRPORT DIAGRAM

10210

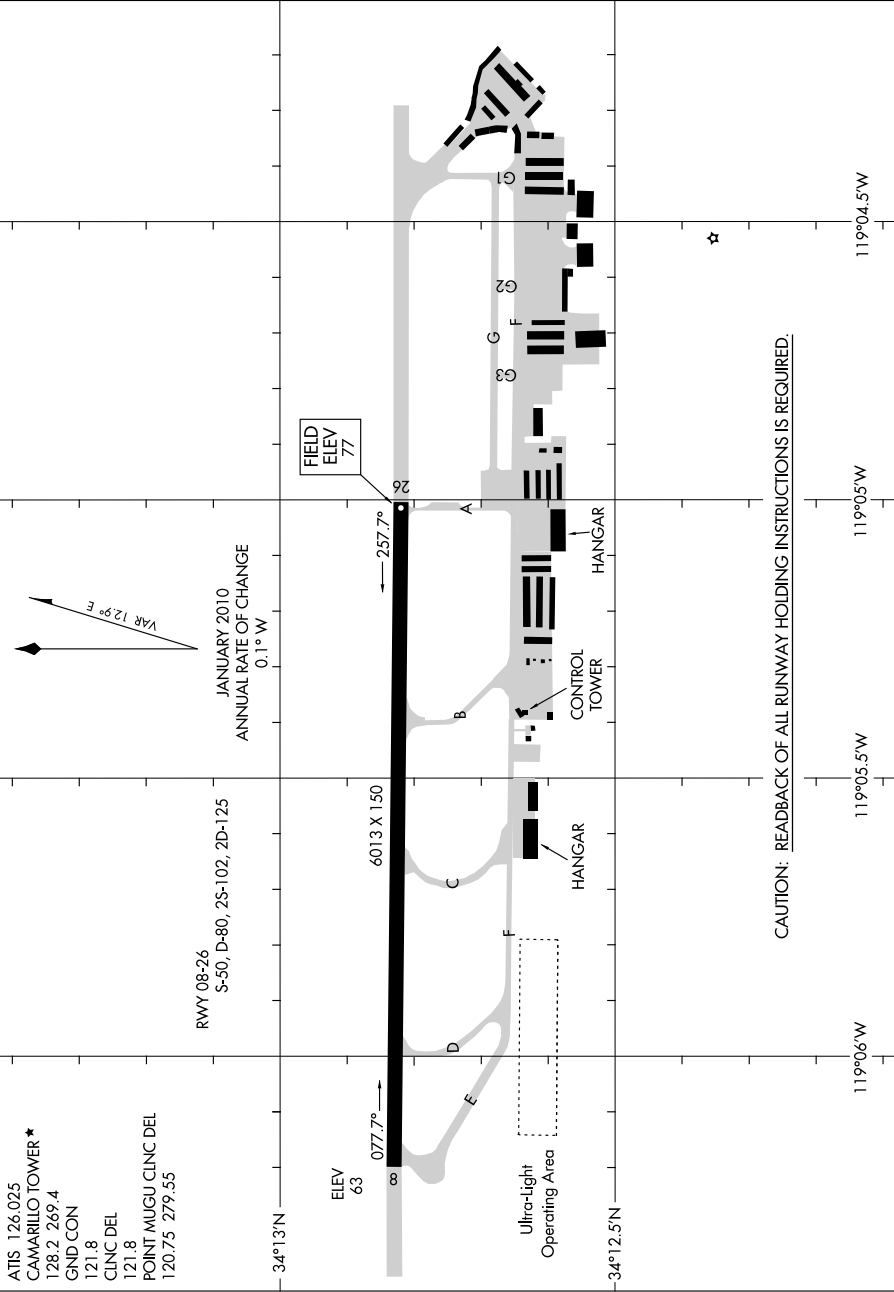
BURBANK, CALIFORNIA
BURBANK/ BOB HOPE (BUR)

SW, 23 SEP 2010 to 18 NOV 2010

10210
AIRPORT DIAGRAM

AL-680 (FAA)

CAMARILLO (CMA)
CAMARILLO, CALIFORNIA



AIRPORT DIAGRAM
10210

CAMARILLO, CALIFORNIA
CAMARILLO (CMA)

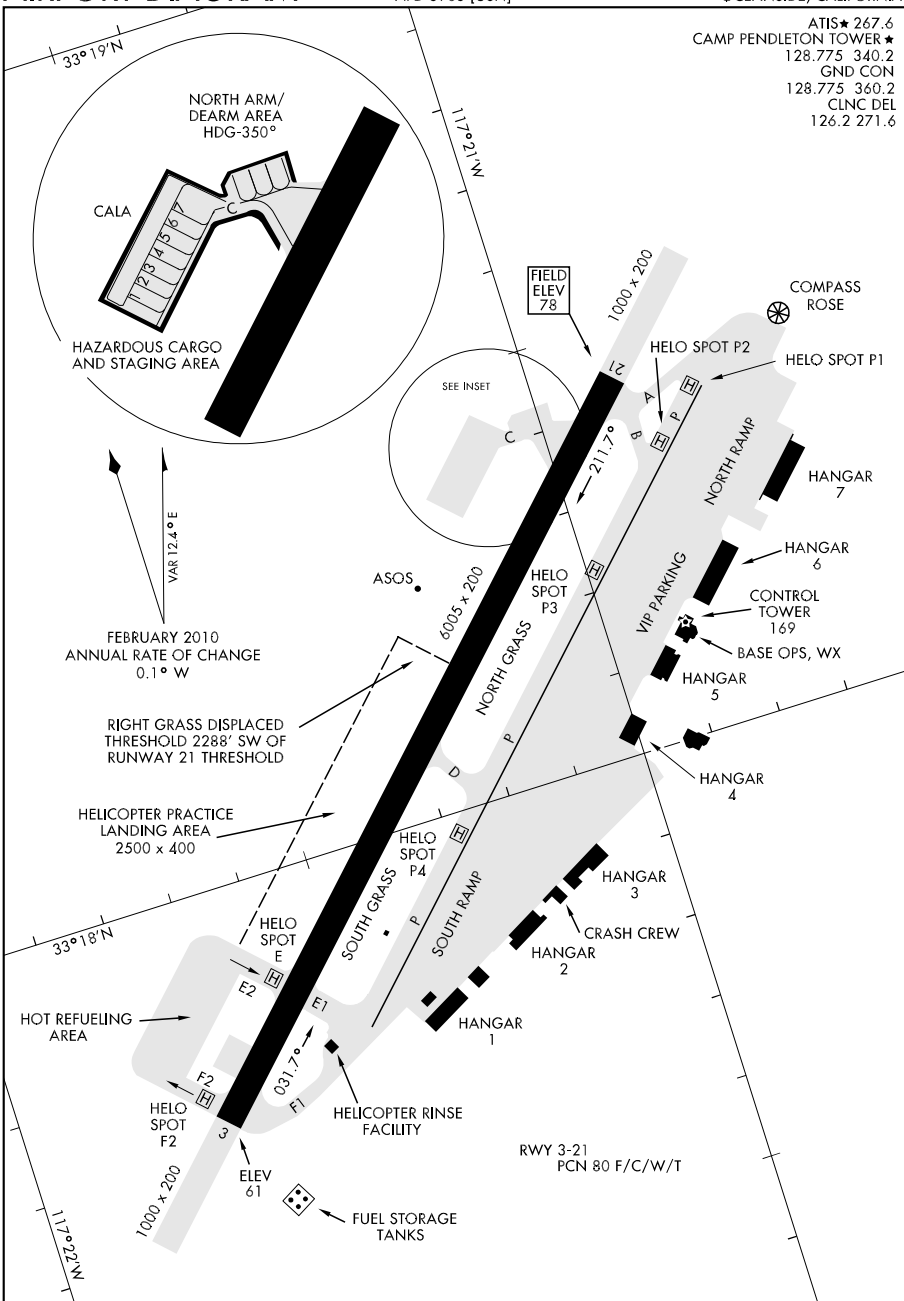
10014

AIRPORT DIAGRAM

CAMP PENDLETON MCAS (MUNN FIELD) (KNFG)

AFD-5985 [USN]

OCEANSIDE, CALIFORNIA



AIRPORT DIAGRAM

OCEANSIDE, CALIFORNIA

CAMP PENDLETON MCAS (MUNN FIELD) (KNFG)

SW. 23 SEP 2010 to 18 NOV 2010

09015

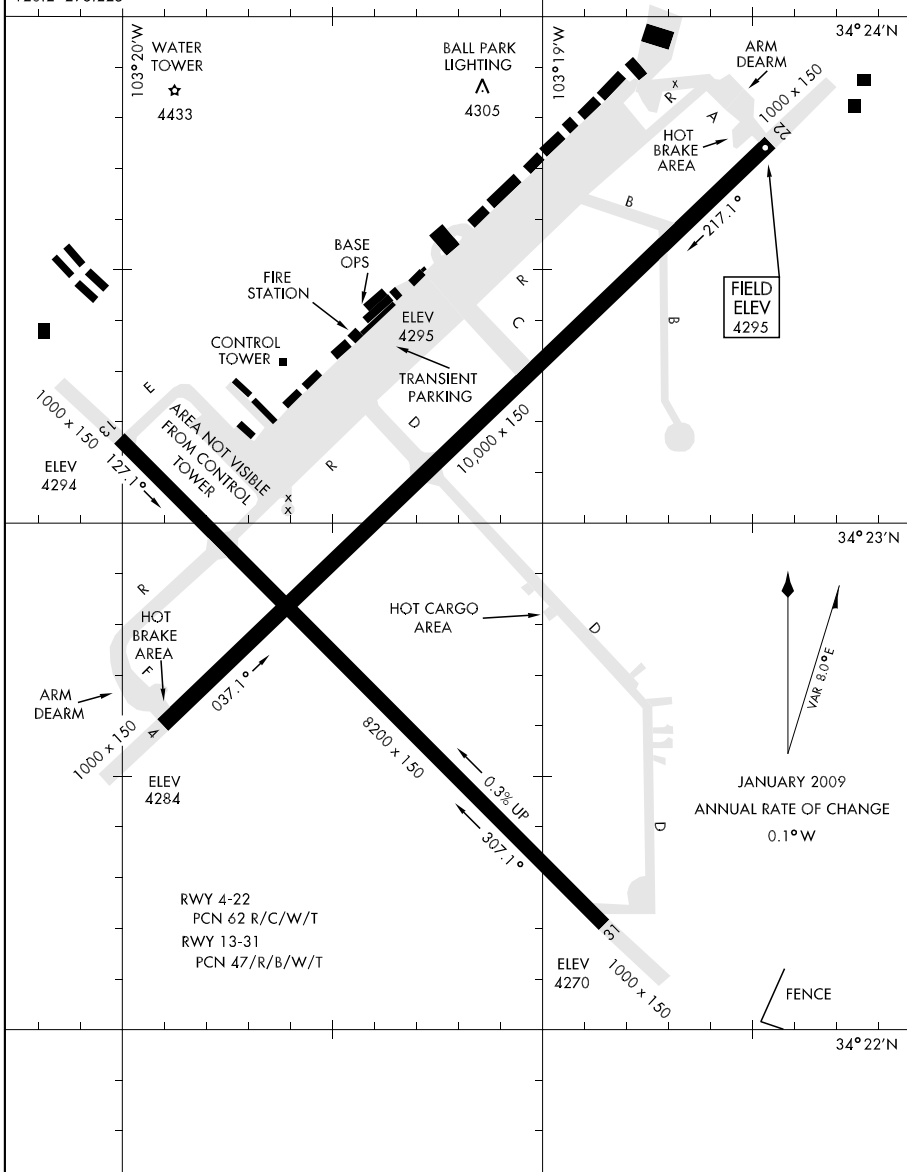
AIRPORT DIAGRAM

AFD-512 [USAF]

CANNON AFB (KCVS)

CLOVIS, NEW MEXICO

ATIS ★ 119.1 269.9
 CANNON TOWER ★
 120.4 270.25
 GND CON
 121.9 275.8
 CLNC DEL
 120.2 293.225



AIRPORT DIAGRAM

WGS-84 DATUM

 CLOVIS, NEW MEXICO
 CANNON AFB (KCVS)

SW. 23 SEP 2010 to 18 NOV 2010

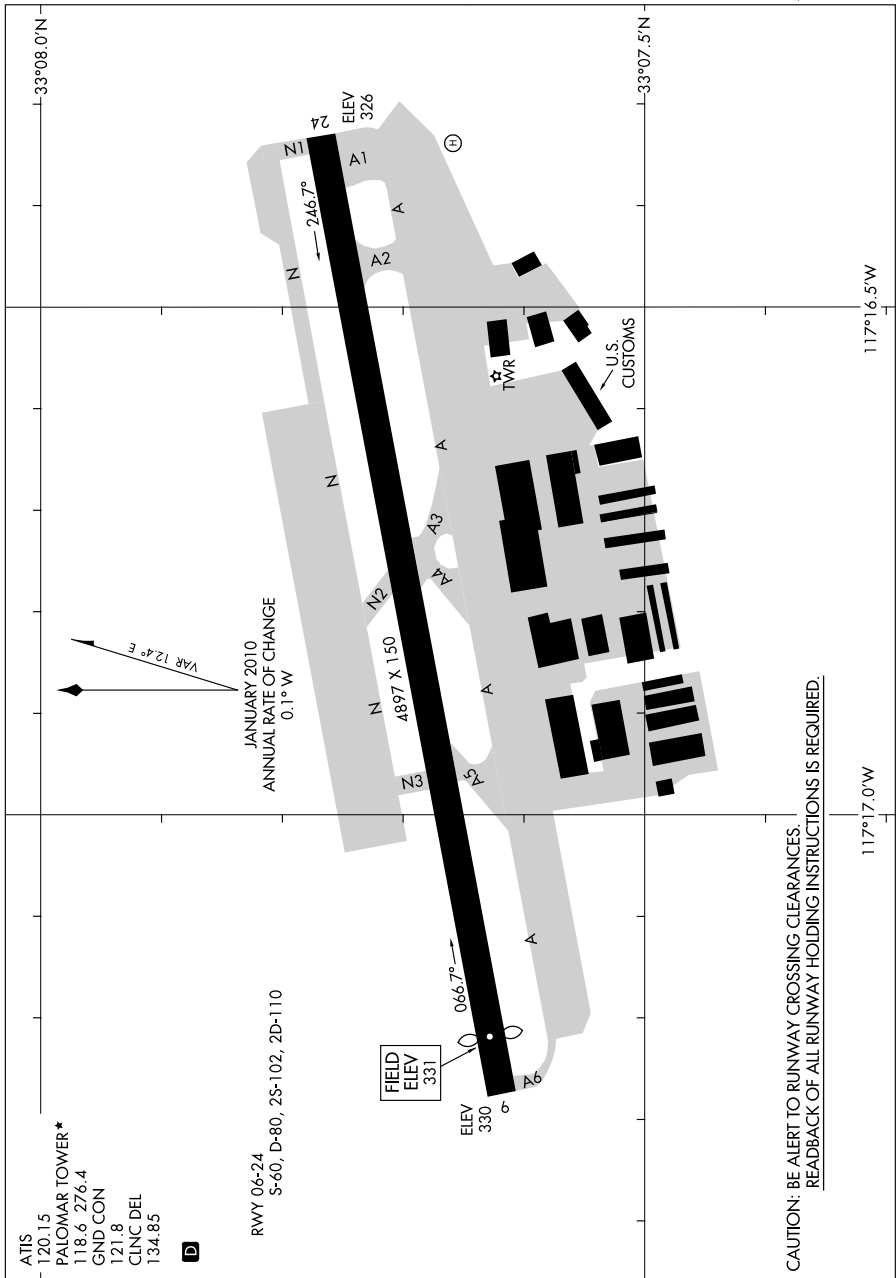
10210

AIRPORT DIAGRAM

AL-5310 (FAA)

CARLSBAD/MC CLELLAN-PALOMAR (CRQ)

CARLSBAD, CALIFORNIA



AIRPORT DIAGRAM

10210

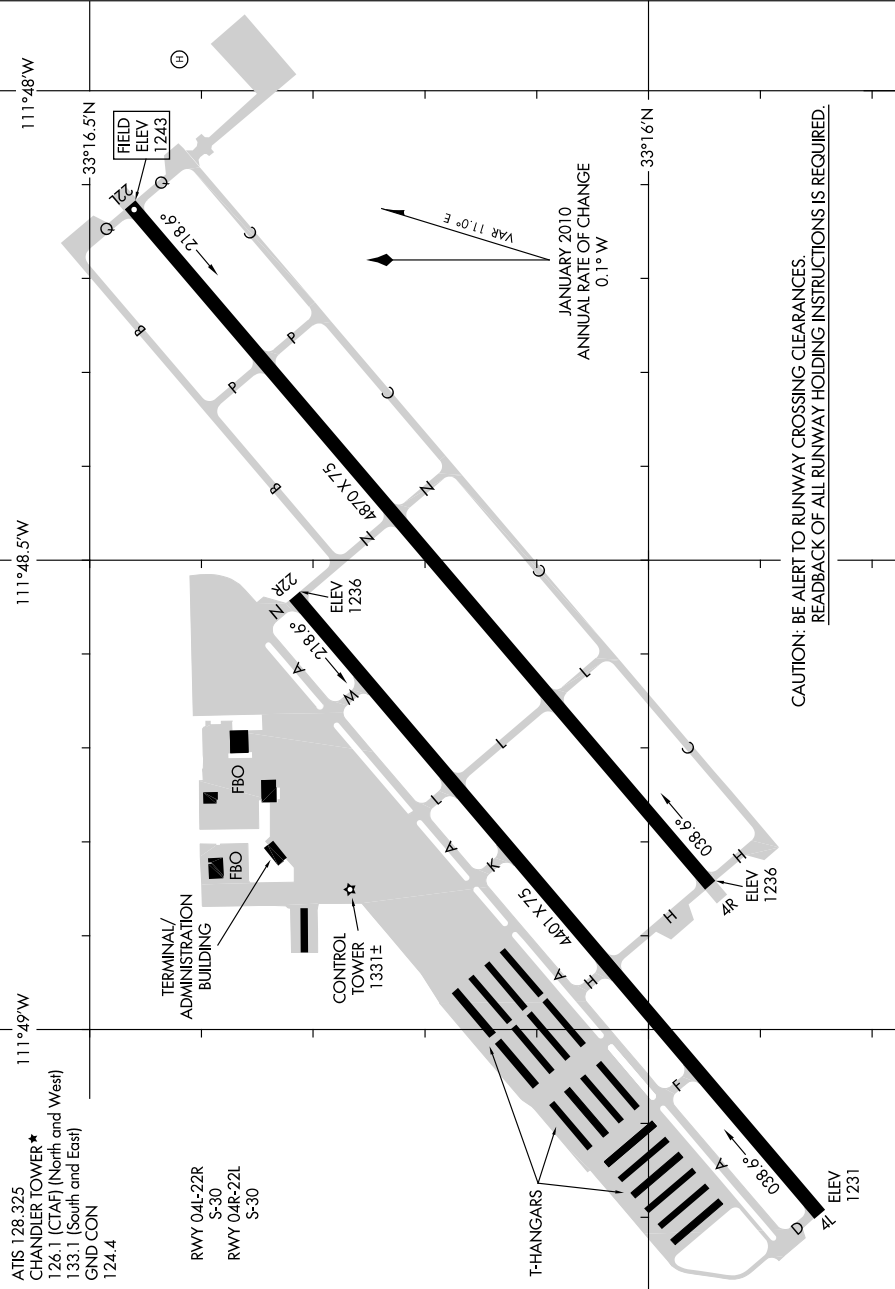
CARLSBAD, CALIFORNIA

CARLSBAD/MC CLELLAN-PALOMAR (CRQ)

10210
AIRPORT DIAGRAM

AL-6494 (FAA)

CHANDLER MUNI (CHD)
CHANDLER, ARIZONA



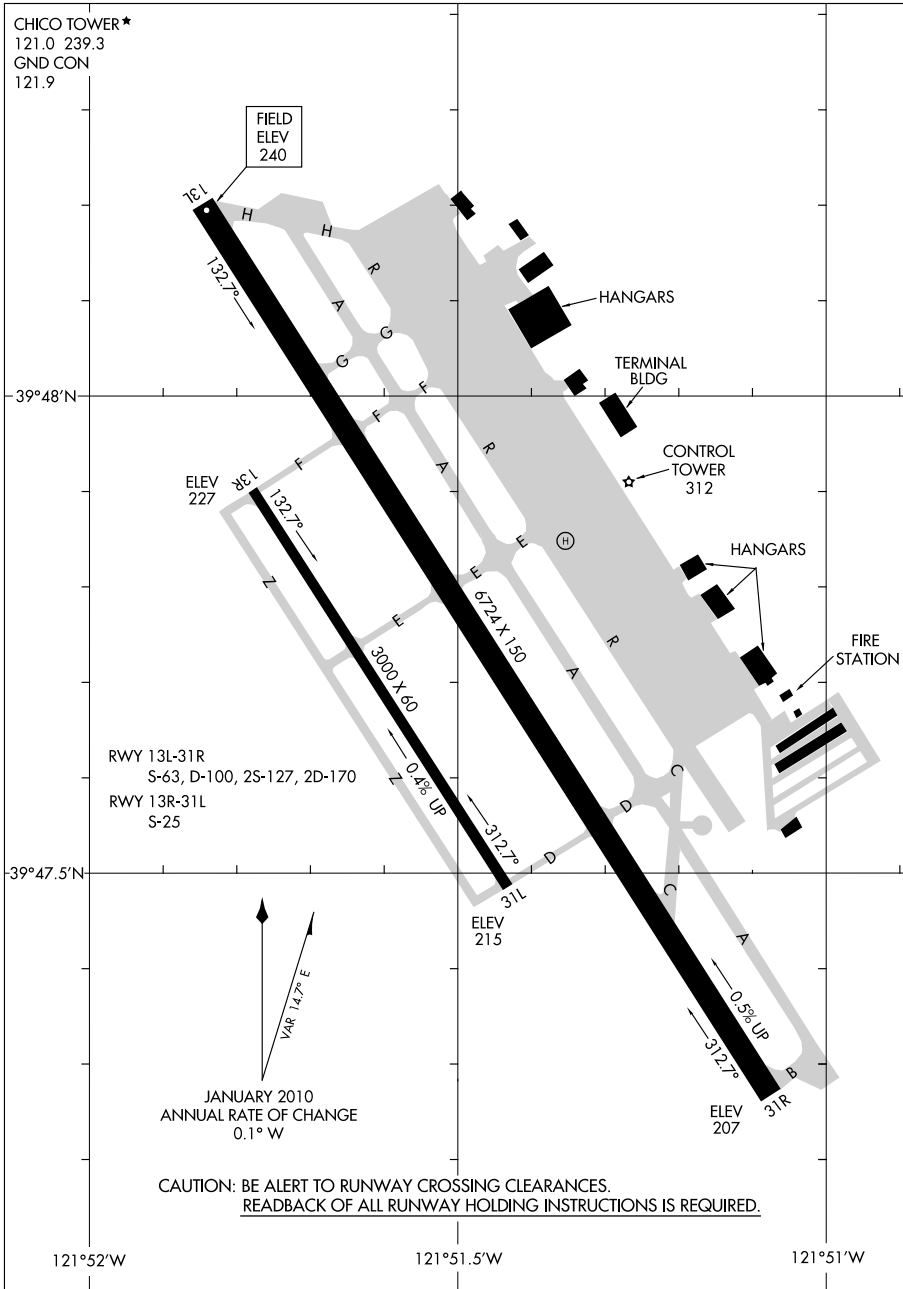
AIRPORT DIAGRAM
10210

CHANDLER, ARIZONA
CHANDLER MUNI (CHD)

10210

AIRPORT DIAGRAM

AL-557 (FAA)

CHICO MUNI (CIC)
CHICO, CALIFORNIA

AIRPORT DIAGRAM

CHICO, CALIFORNIA
CHICO MUNI (CIC)

10210

SW. 23 SEP 2010 to 18 NOV 2010

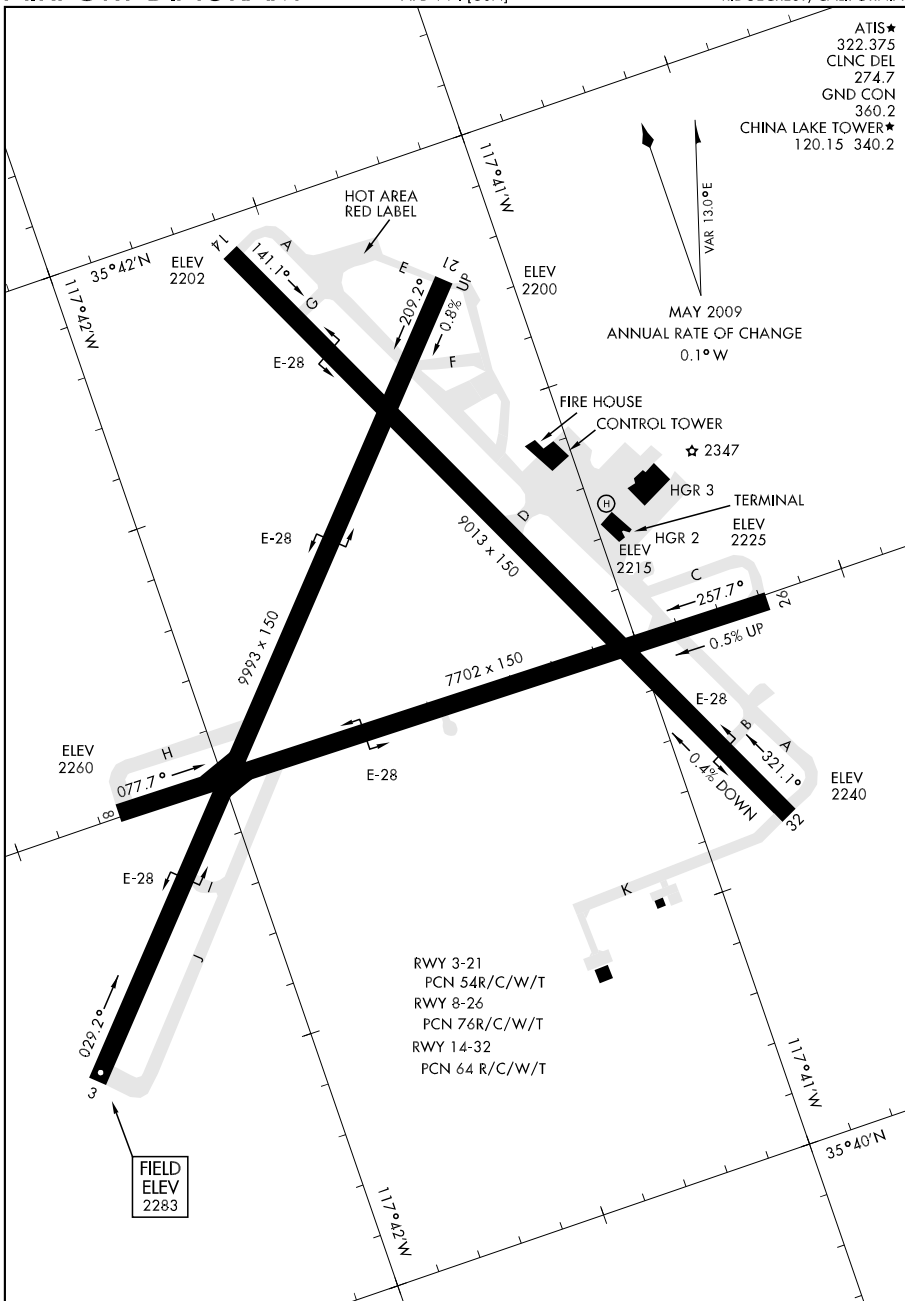
09127

AIRPORT DIAGRAM

AFD-914 [USN]

CHINA LAKE NAWS (ARMITAGE FIELD) (KNID)

RIDGECREST, CALIFORNIA



AIRPORT DIAGRAM

RIDGECREST, CALIFORNIA

CHINA LAKE NAWS (ARMITAGE FIELD) (KNID)

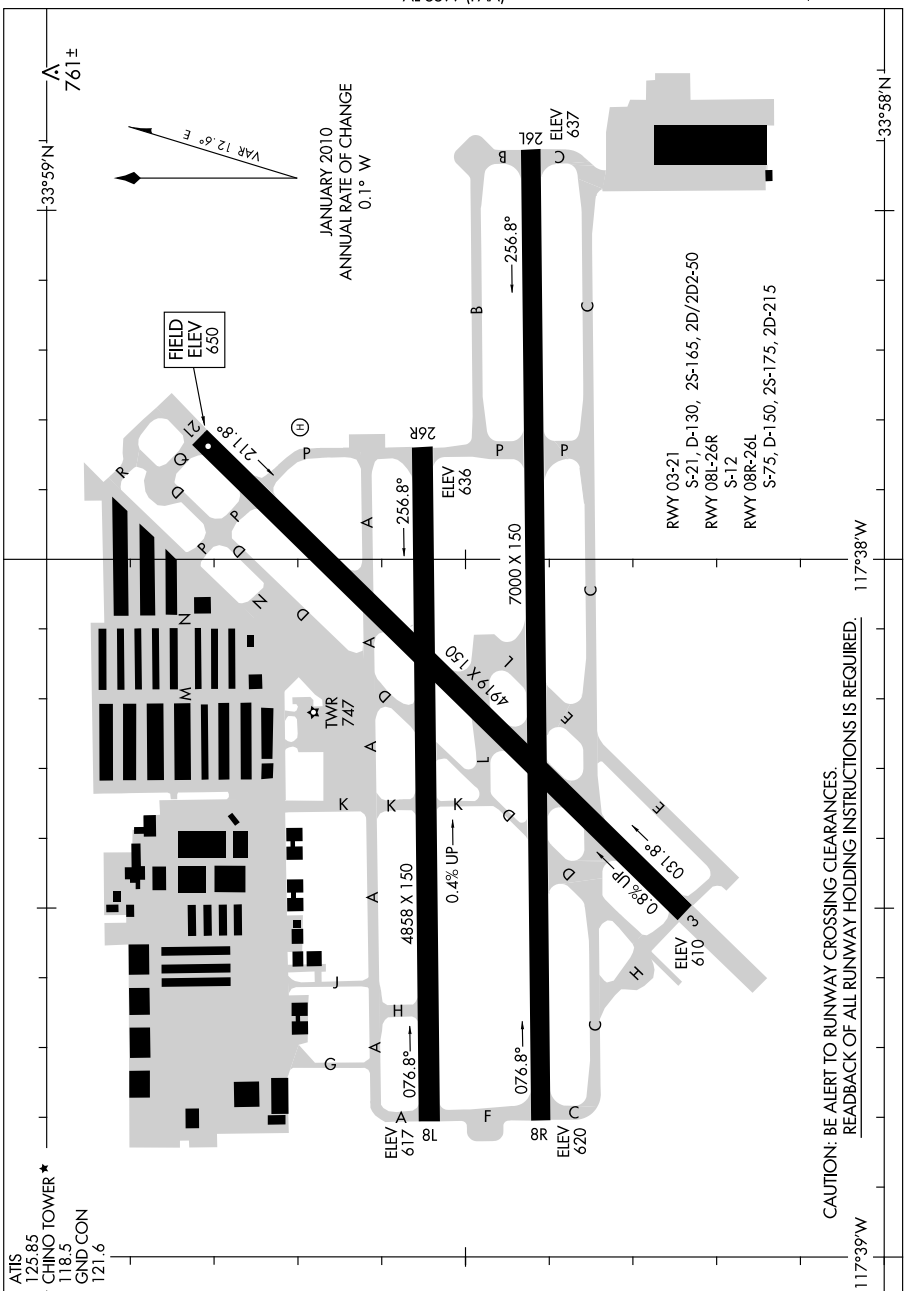
SW. 23 SEP 2010 to 18 NOV 2010

10210

AIRPORT DIAGRAM

AL-5599 (FAA)

CHINO (CNO)
CHINO, CALIFORNIA



AIRPORT DIAGRAM

10210

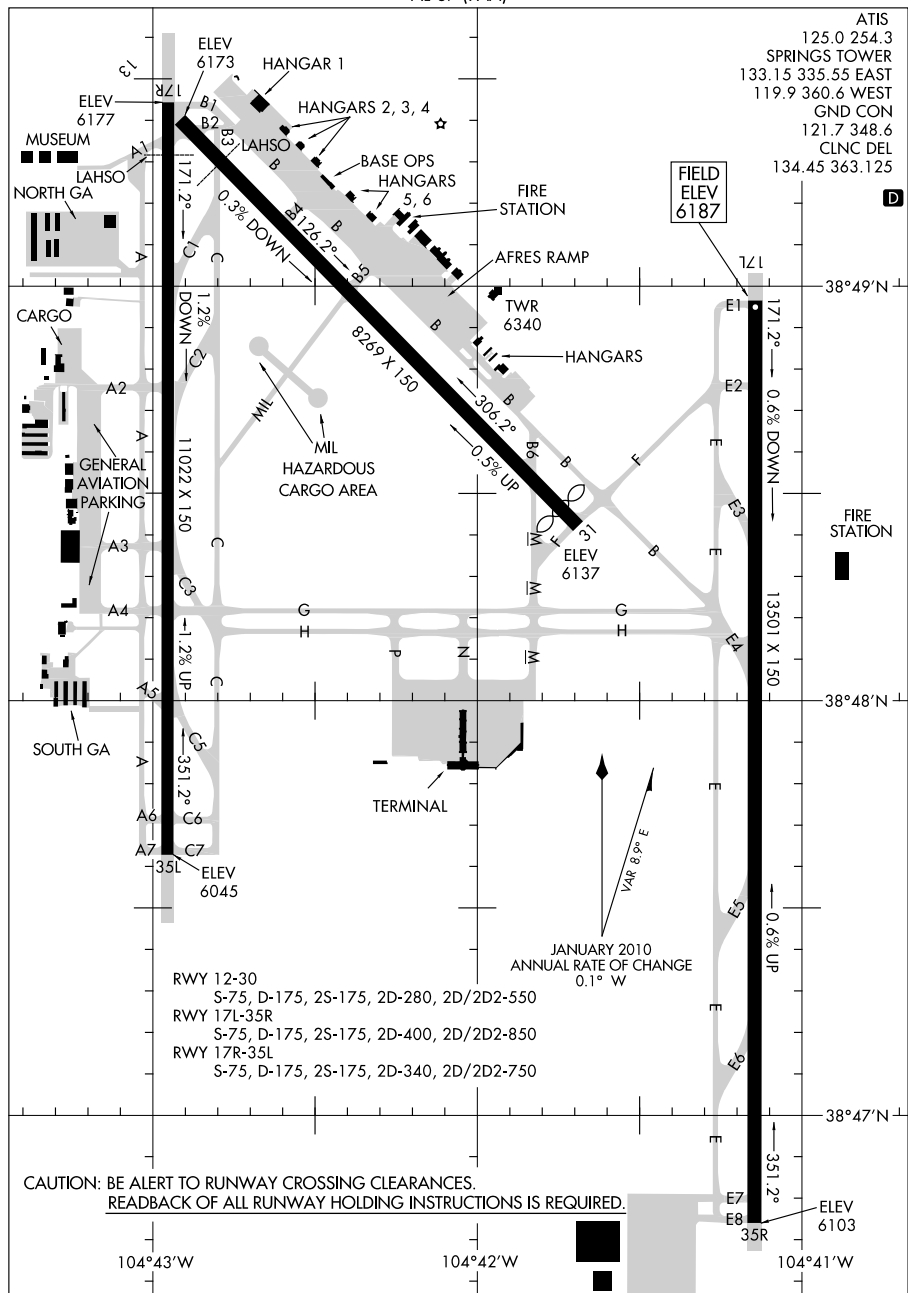
CHINO, CALIFORNIA
CHINO (CNO)

10266

AIRPORT DIAGRAM

 COLORADO SPRINGS/CITY OF COLORADO SPRINGS MUNI (COS)
 AL-87 (FAA)

COLORADO SPRINGS, COLORADO



AIRPORT DIAGRAM

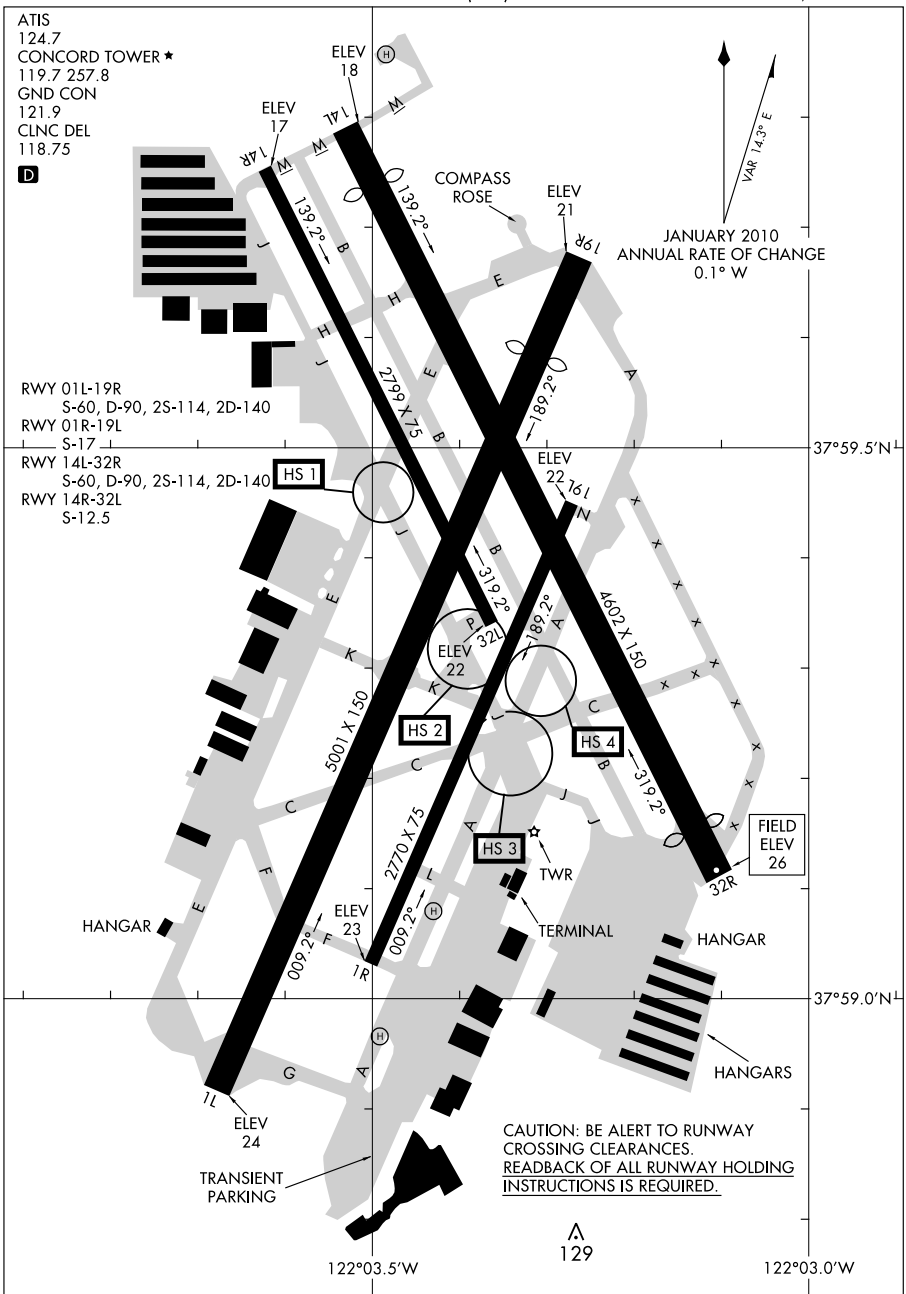
 COLORADO SPRINGS, COLORADO
 COLORADO SPRINGS/CITY OF COLORADO SPRINGS MUNI (COS)

10266

SW. 23 SEP 2010 to 18 NOV 2010

AIRPORT DIAGRAM

CONCORD/BUCHANAN FIELD (CCR)
CONCORD, CALIFORNIA



AIRPORT DIAGRAM

CONCORD, CALIFORNIA
CONCORD/BUCHANAN FIELD (CCR)

SW. 23 SEP 2010 to 18 NOV 2010

10210

AIRPORT DIAGRAM

AL-104 (FAA)

DAGGETT/BARSTOW-DAGGETT (DAG)

DAGGETT, CALIFORNIA

ASOS
132.175
CTAF/UNICOM
123.0

34°52'N

VAR 12.6° E
JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

2055

RUN UP
PAD200
X 200ELEV
19090.3% UP
5123 X 100FIELD
ELEV
1930FAA
FSS
BLDGELEV
1923

037.9°

0.3% UP

6402 X 150

257.4°

ELEV
1909

34°51'N

RWY 04-22
S-30, D-105, 2S-133, 2D-190
RWY 08-26
S-30, D-170, 2S-175, 2D-320

116°48'W

116°47'W

AIRPORT DIAGRAM

10210

DAGGETT, CALIFORNIA

DAGGETT/BARSTOW-DAGGETT (DAG)

SW, 23 SEP 2010 to 18 NOV 2010

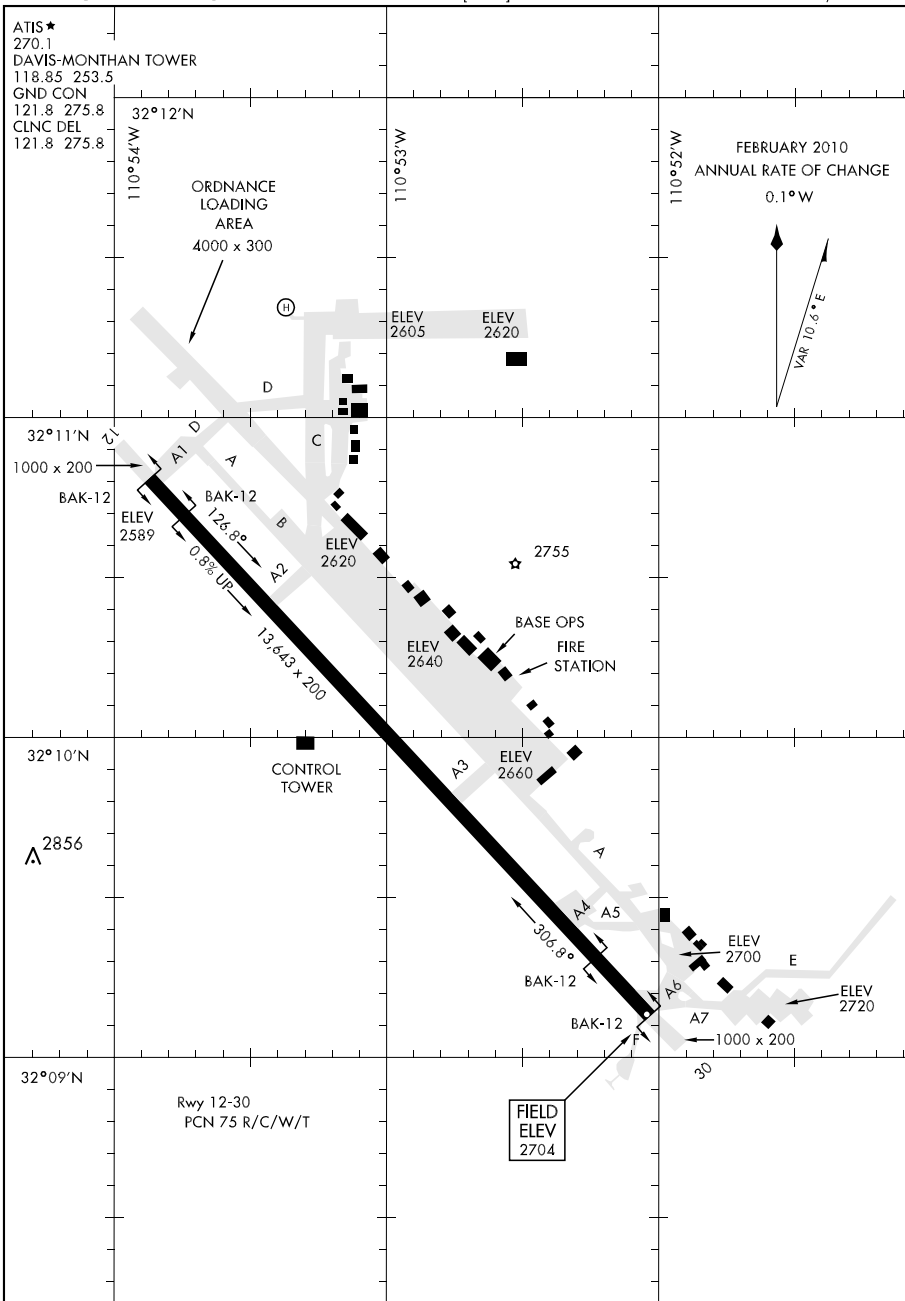
10042

AIRPORT DIAGRAM

AFD-429 [USAF]

DAVIS-MONTHAN AFB (KDMA)

TUCSON, ARIZONA



AIRPORT DIAGRAM

TUCSON, ARIZONA

DAVIS-MONTHAN AFB (KDMA)

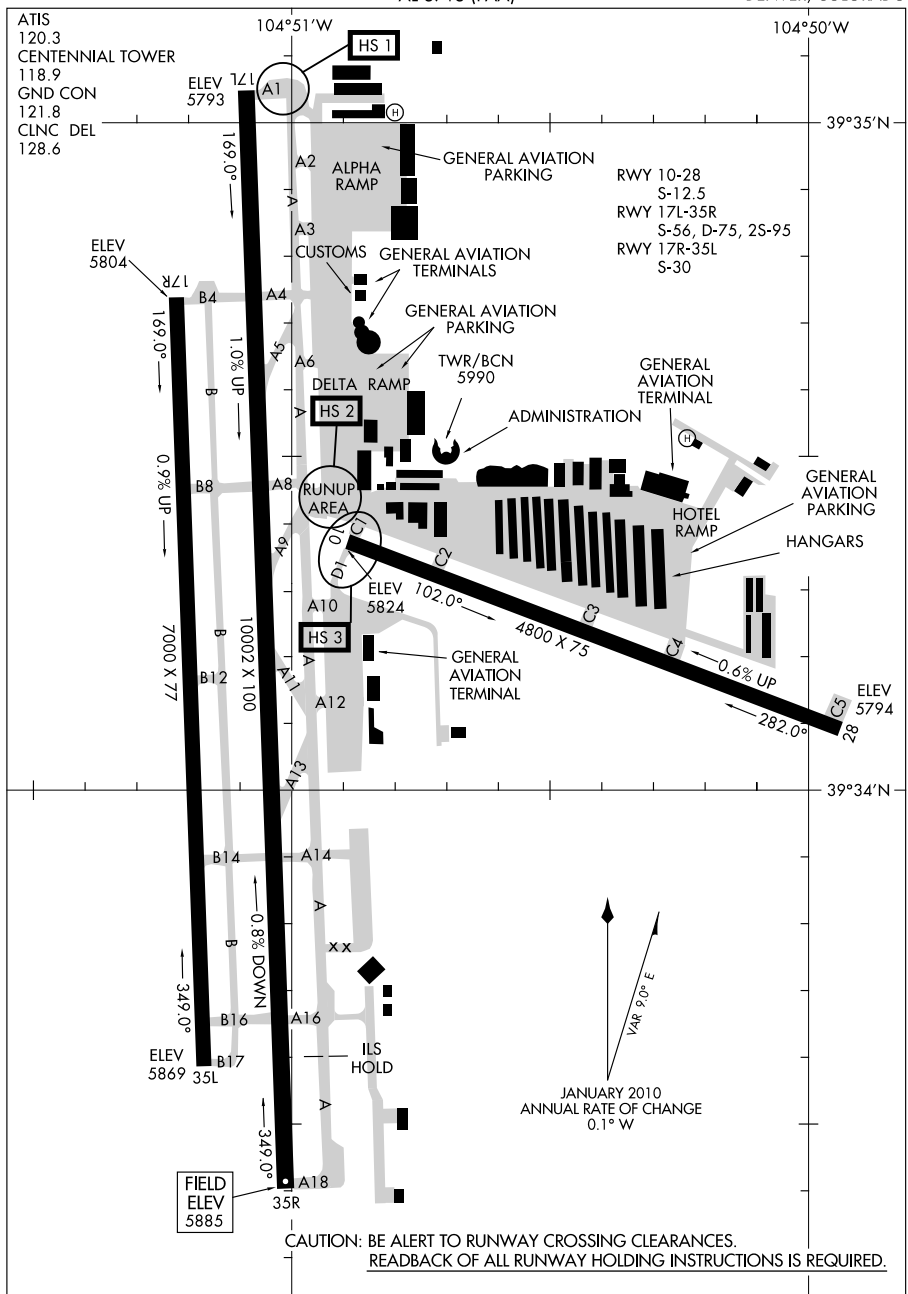
SW. 23 SEP 2010 to 18 NOV 2010

AIRPORT DIAGRAM

10266

AL-5715 (FAA)

DENVER/CENTENNIAL (APA)
DENVER, COLORADO



AIRPORT DIAGRAM

10266

DENVER, COLORADO
DENVER/CENTENNIAL (APA)

SW, 23 SEP 2010 to 18 NOV 2010

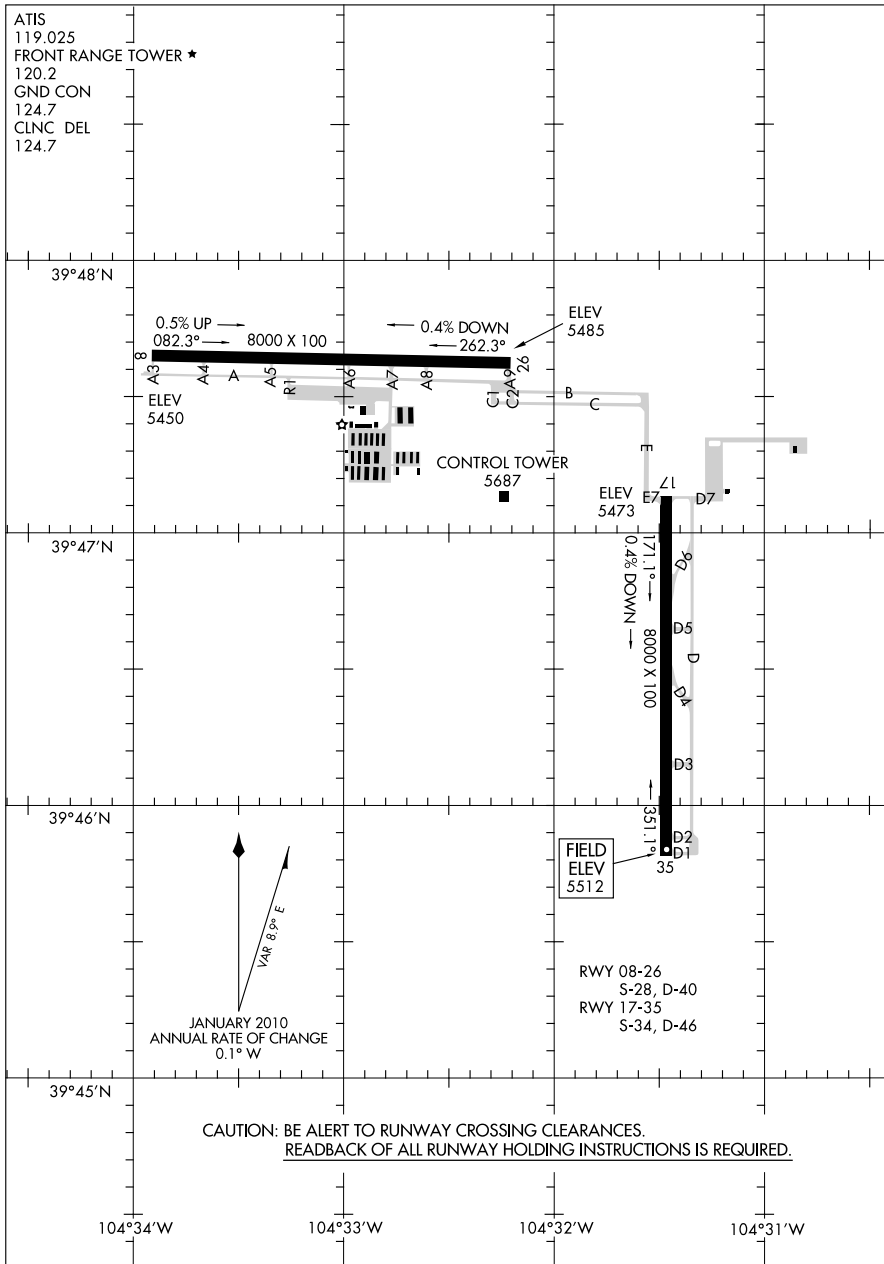
10210

AIRPORT DIAGRAM

AL-6851 (FAA)

DENVER/FRONT RANGE (F'TG)

DENVER, COLORADO



AIRPORT DIAGRAM

10210

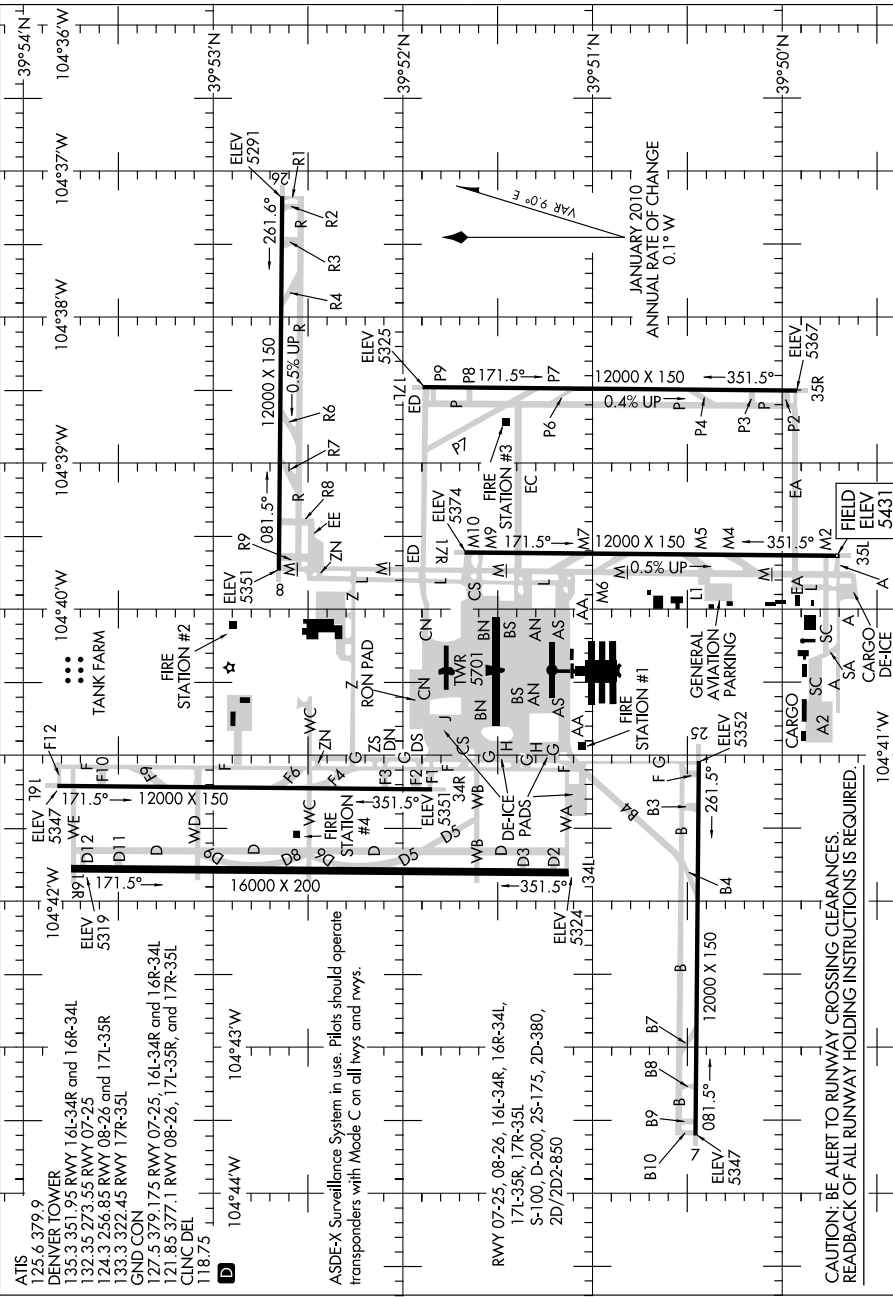
DENVER/FRONT RANGE (F'TG)

DENVER, COLORADO

AIRPORT DIAGRAM

AL-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO



AIRPORT DIAGRAM

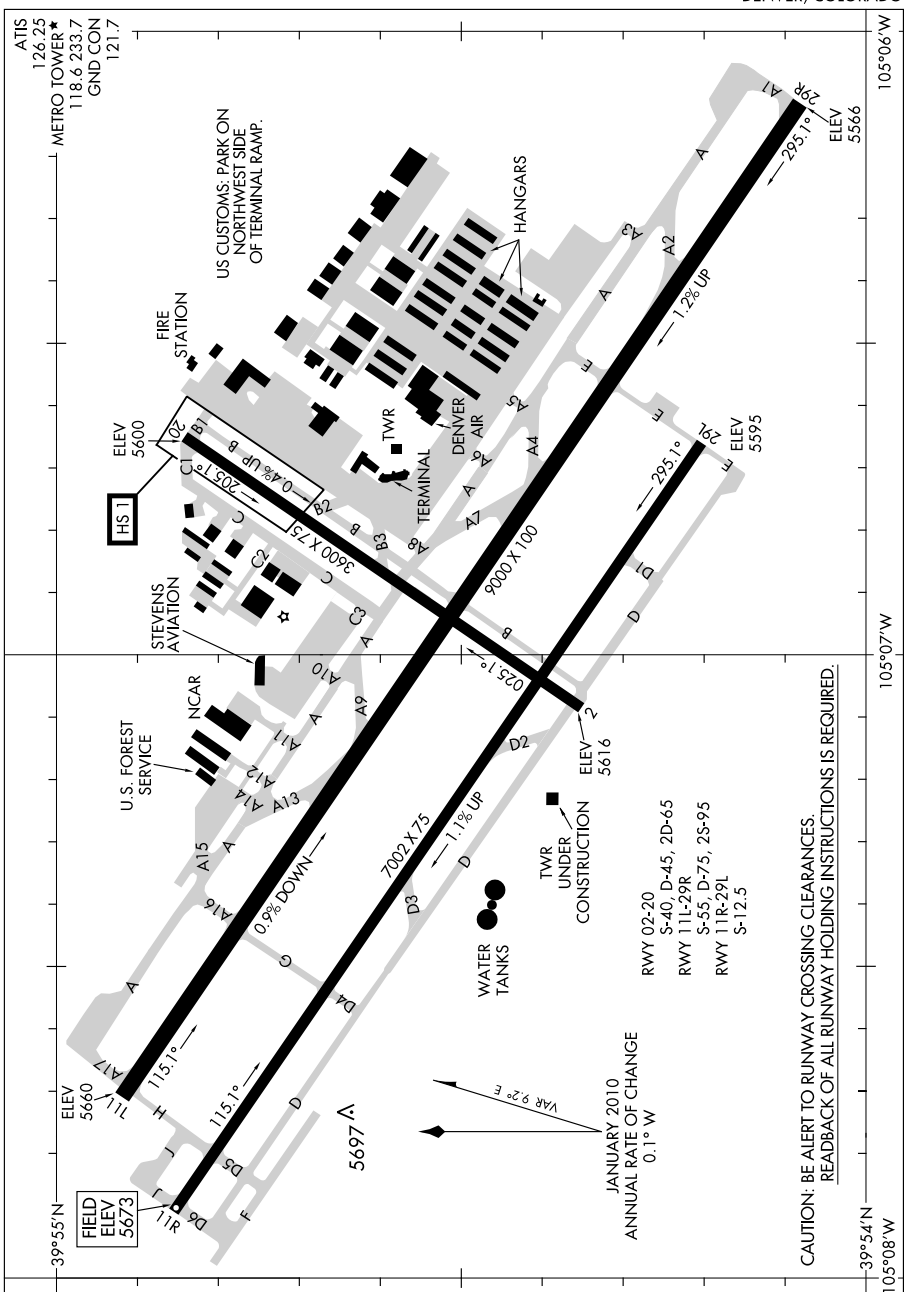
DENVER, COLORADO
DENVER INTL (DEN)

10266

AIRPORT DIAGRAM

DENVER/ROCKY MOUNTAIN METROPOLITAN (BJC)
AL-5612 (FAA)

DENVER, COLORADO



AIRPORT DIAGRAM

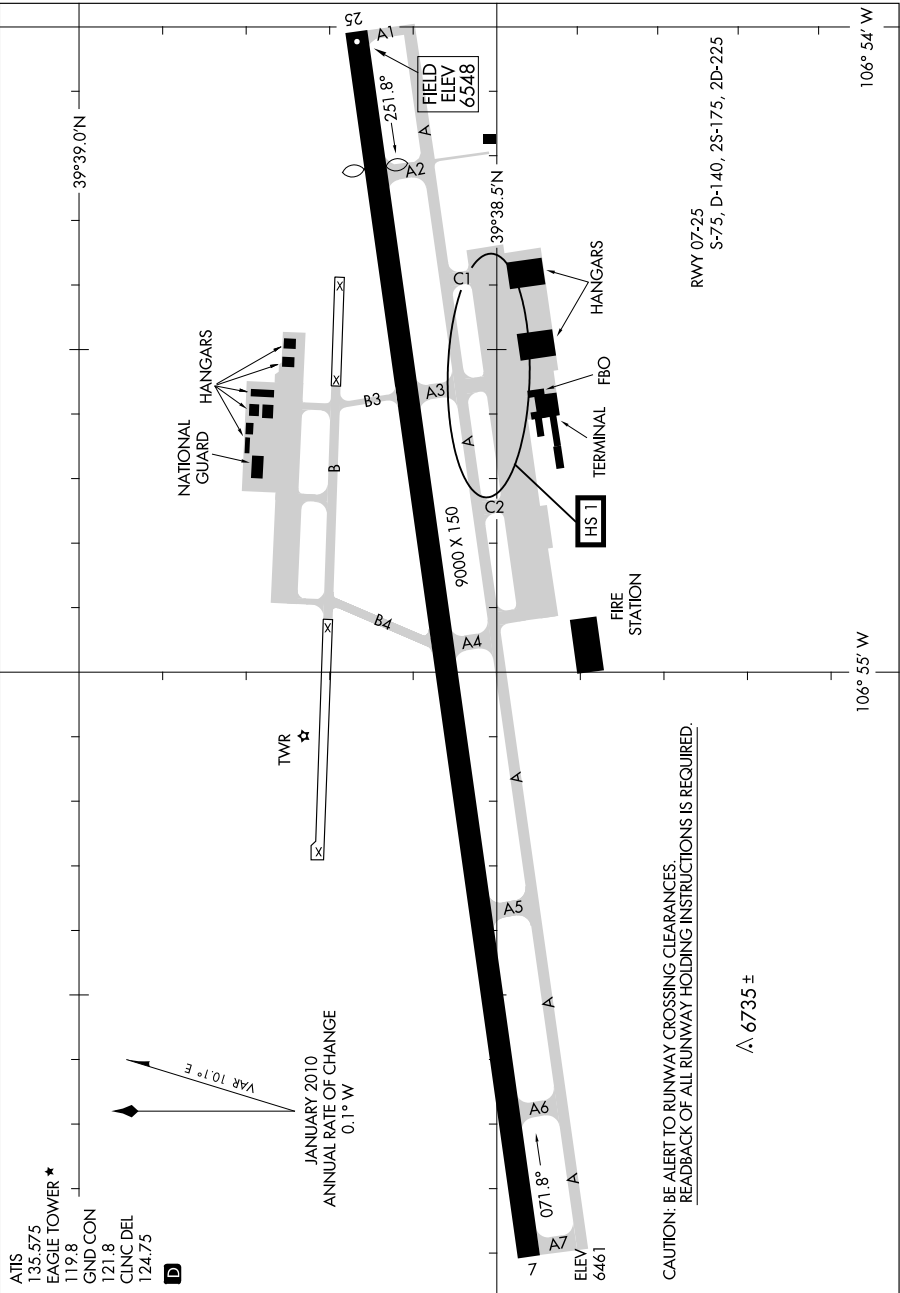
10266

DENVER, COLORADO
DENVER/ROCKY MOUNTAIN METROPOLITAN (BJC)

SW. 23 SEP 2010 to 18 NOV 2010

10266
AIRPORT DIAGRAM

EAGLE COUNTY RGNL (EGE)
EAGLE, COLORADO



AIRPORT DIAGRAM

EAGLE, COLORADO
EAGLE COUNTY RGNL (EGE)

09239

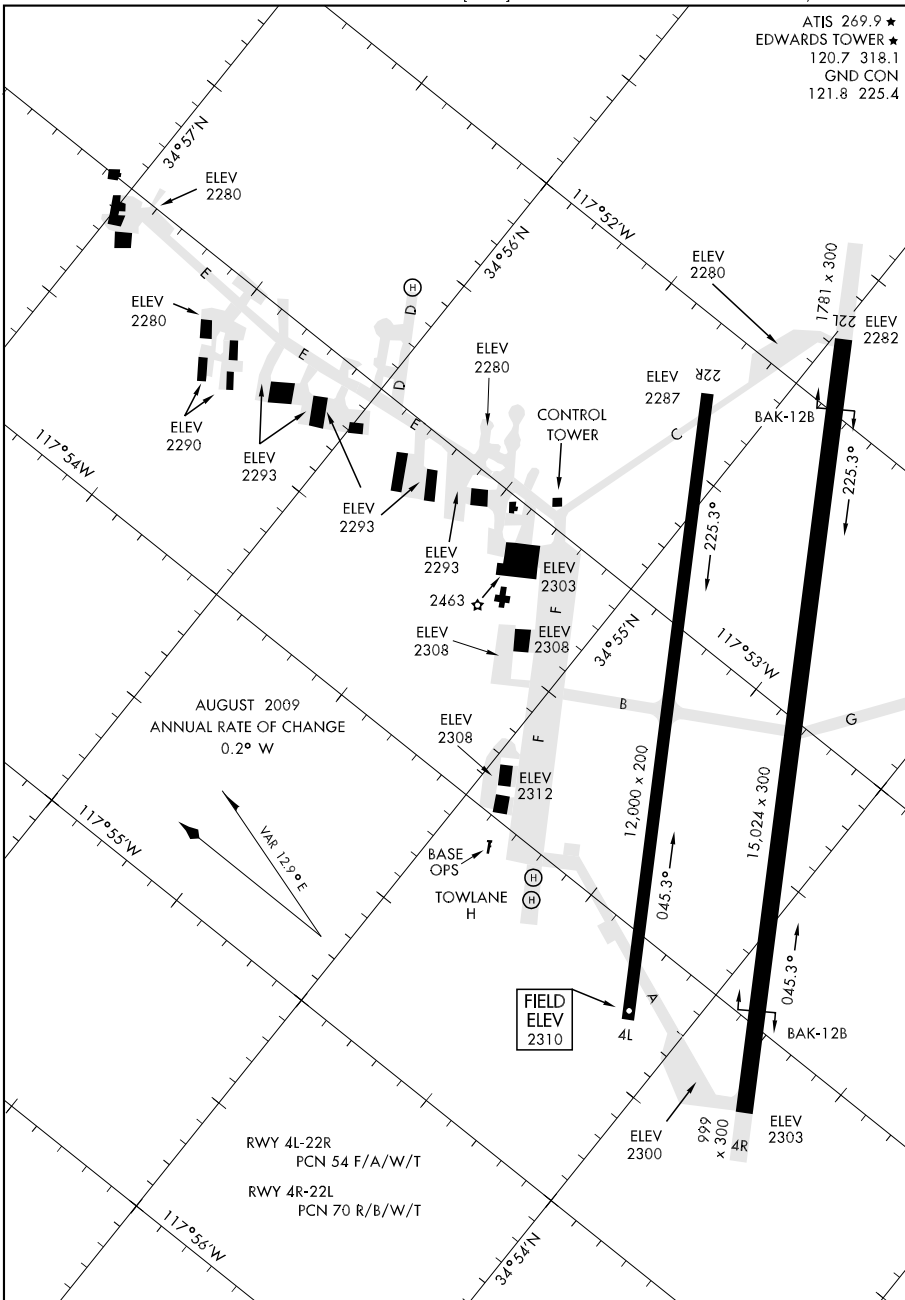
AIRPORT DIAGRAM

AFD-500 [USAF]

EDWARDS AFB (KEDW)

EDWARDS, CALIFORNIA

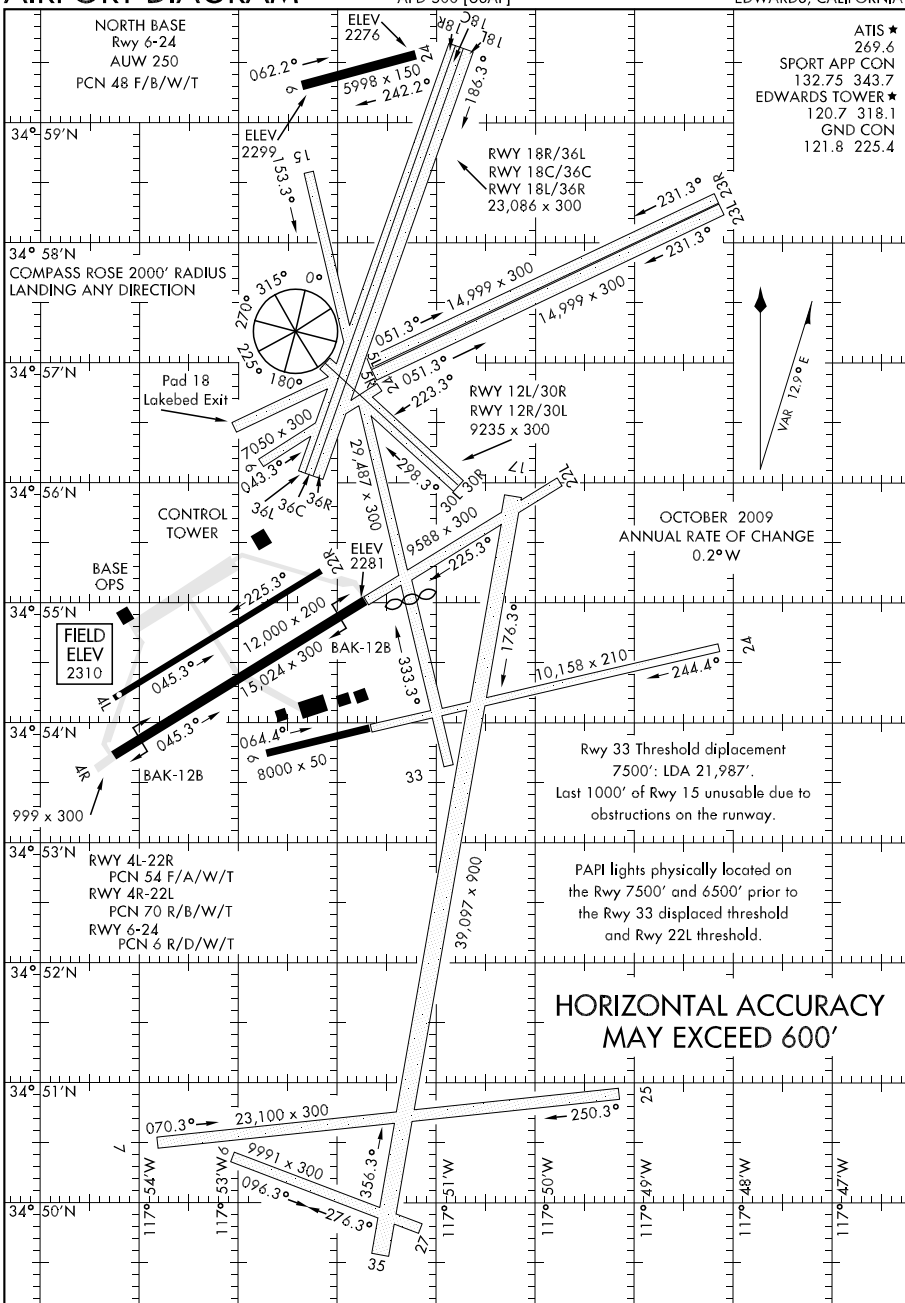
ATIS 269.9 ★
EDWARDS TOWER ★
120.7 318.1
GND CON
121.8 225.4



AIRPORT DIAGRAM

EDWARDS, CALIFORNIA
EDWARDS AFB (KEDW)

AIRPORT DIAGRAM



AIRPORT DIAGRAM

EDWARDS, CALIFORNIA

EDWARDS/ROGERS LAKEBED (KEDW)

SW, 23 SEP 2010 to 18 NOV 2010

07354

AIRPORT DIAGRAM

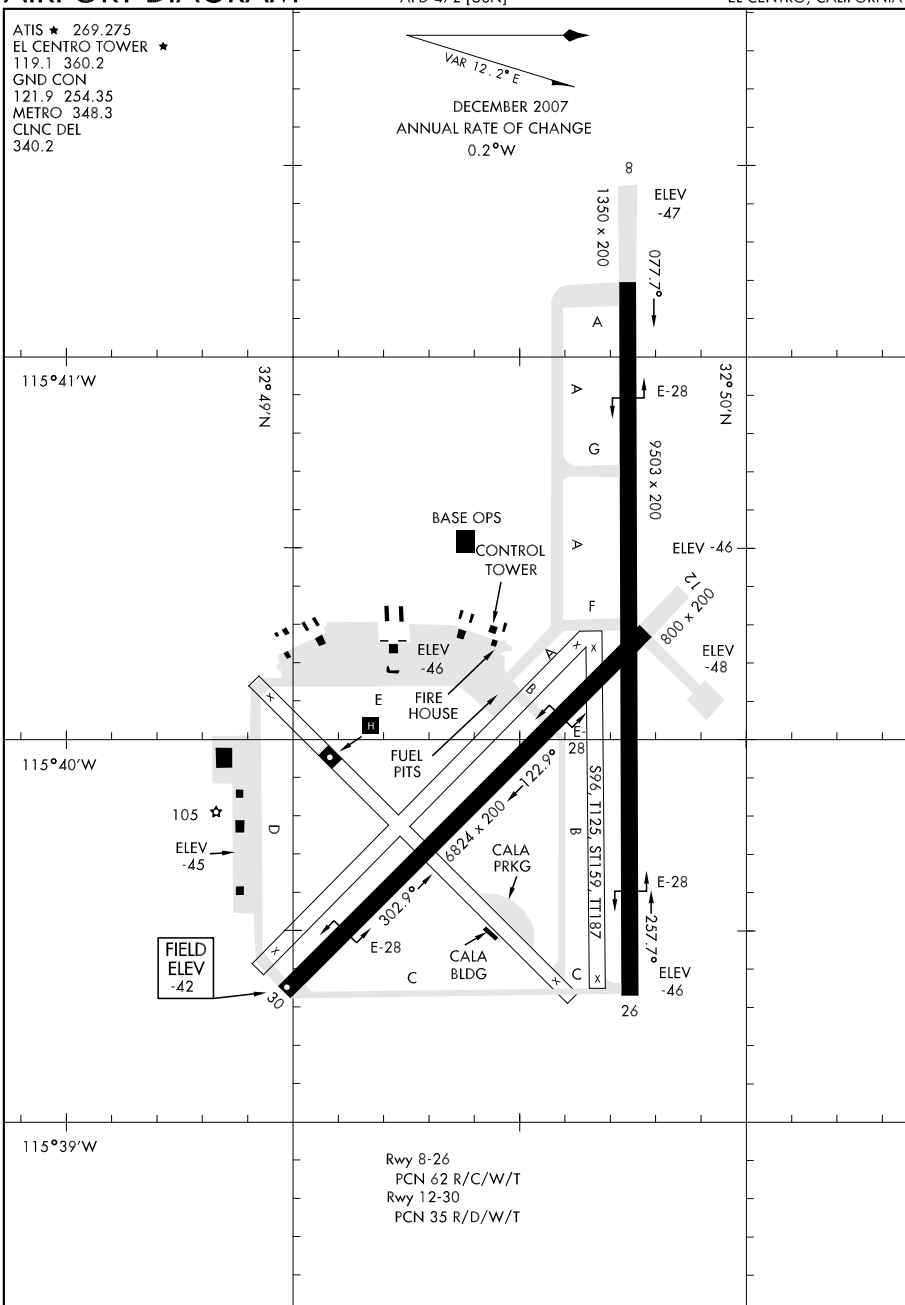
EL CENTRO NAF (KNJK)

EL CENTRO, CALIFORNIA

AFD-472 [USN]

ATIS ★ 269.275
EL CENTRO TOWER ★
119.1 360.2
GND CON
121.9 254.35
METRO 348.3
CLNC DEL
340.2

DECEMBER 2007
ANNUAL RATE OF CHANGE
0.2°W



AIRPORT DIAGRAM

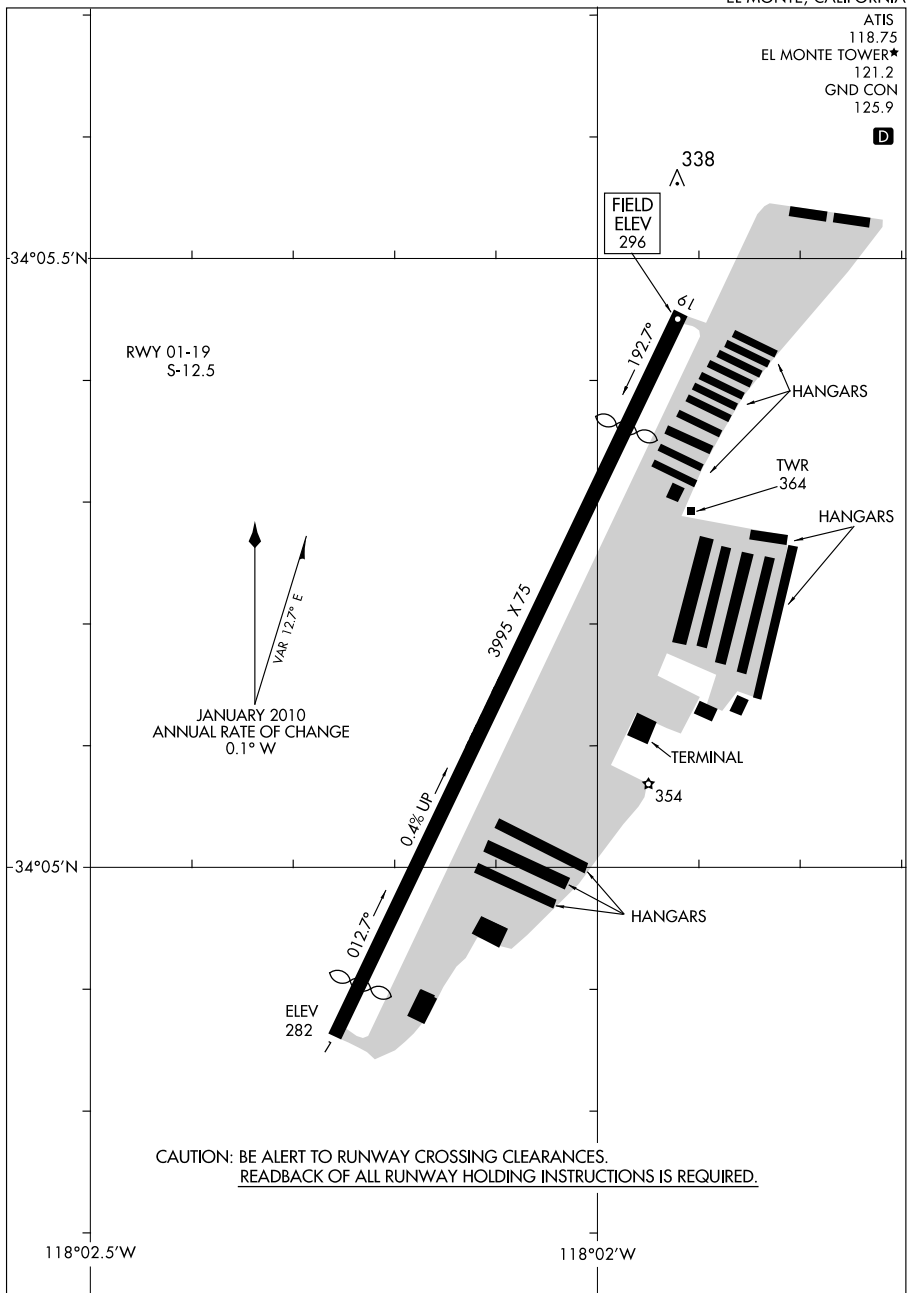
EL CENTRO, CALIFORNIA

EL CENTRO NAF (KNJK)

10210
AIRPORT DIAGRAM

AL-5639 (FAA)

EL MONTE (EMT)
 EL MONTE, CALIFORNIA



10210
AIRPORT DIAGRAM

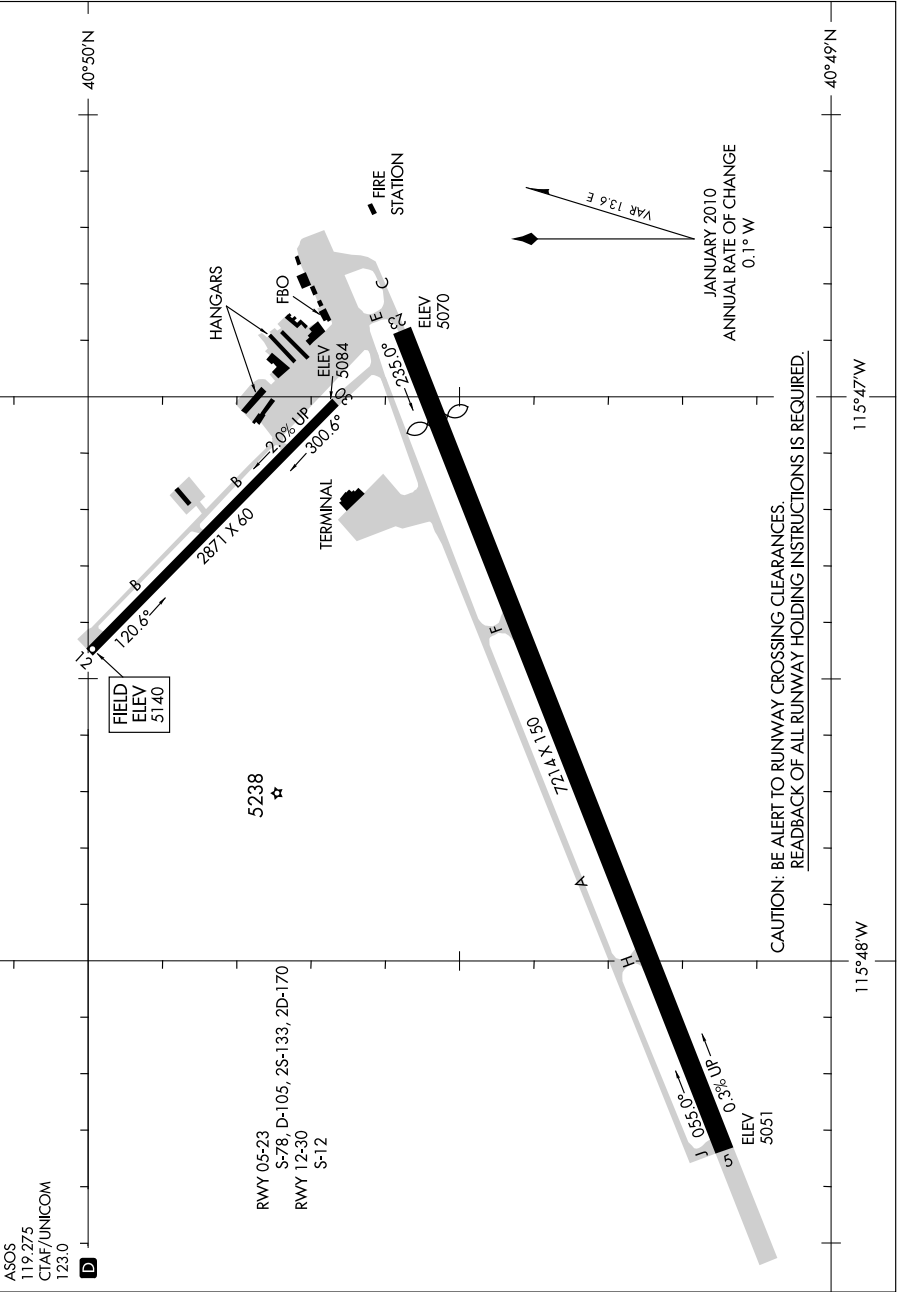
EL MONTE, CALIFORNIA
 EL MONTE (EMT)

10210

AIRPORT DIAGRAM

AL-129 (FAA)

ELKO RGNL (EKO)
ELKO, NEVADA



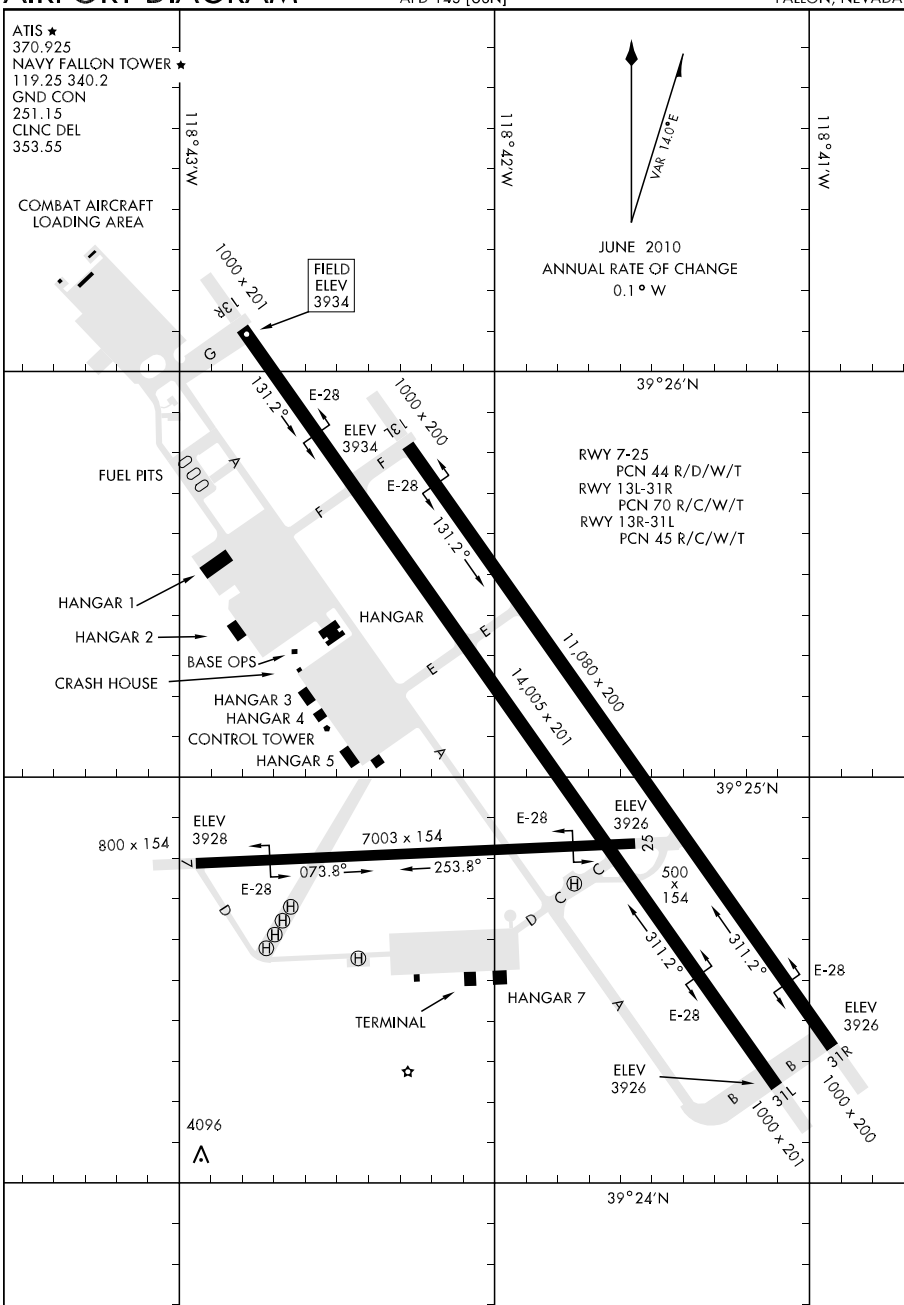
10210

AIRPORT DIAGRAM

AFD-143 [USN]

FALLON NAS (VAN VOORHIS FIELD) (KNFL)

FALLON, NEVADA



AIRPORT DIAGRAM

FALLON, NEVADA

FALLON NAS (VAN VOORHIS FIELD) (KNFL)

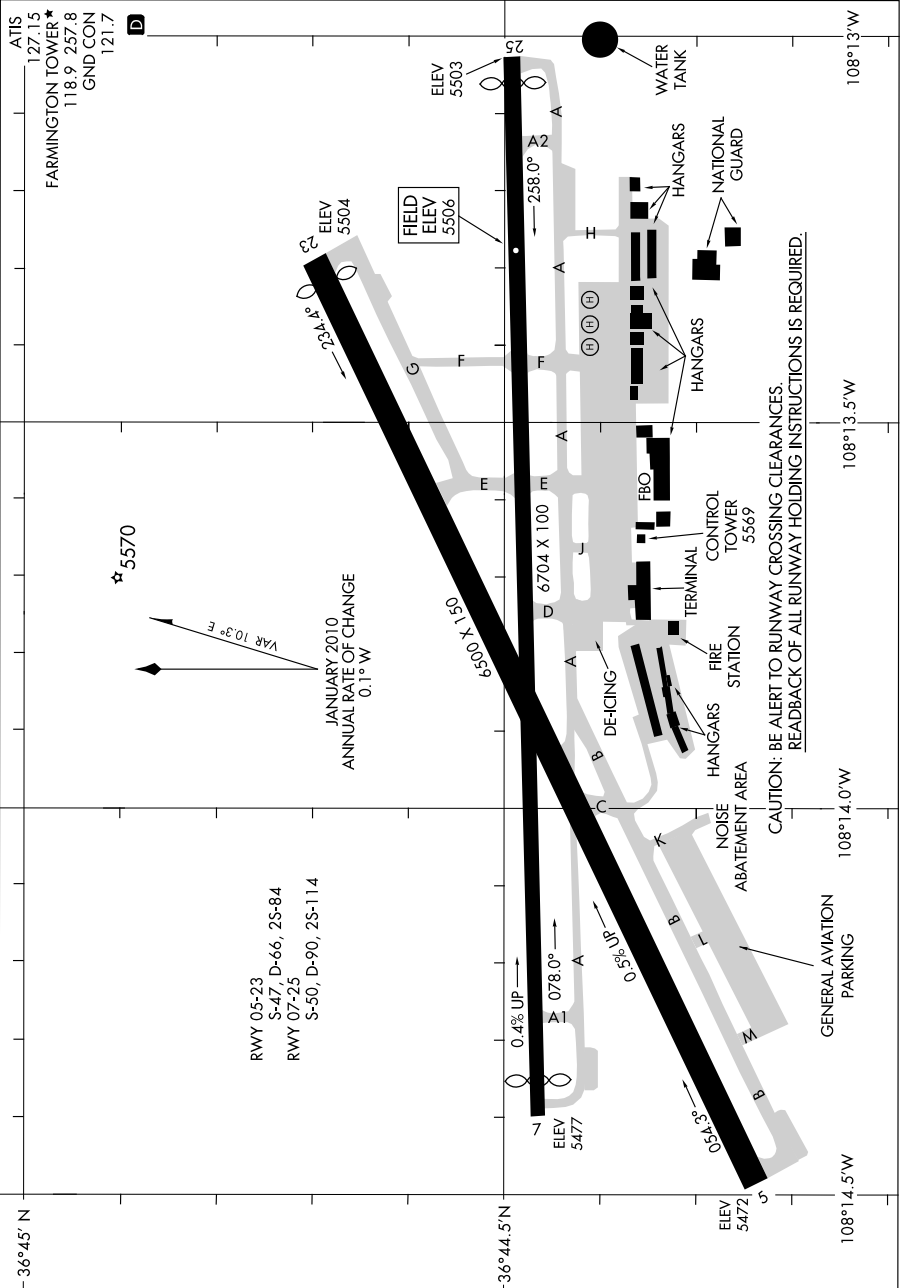
SW. 23 SEP 2010 to 18 NOV 2010

10210

AIRPORT DIAGRAM

FARMINGTON/ FOUR CORNERS RGNL (F'MN)
AL-493 (FAA)

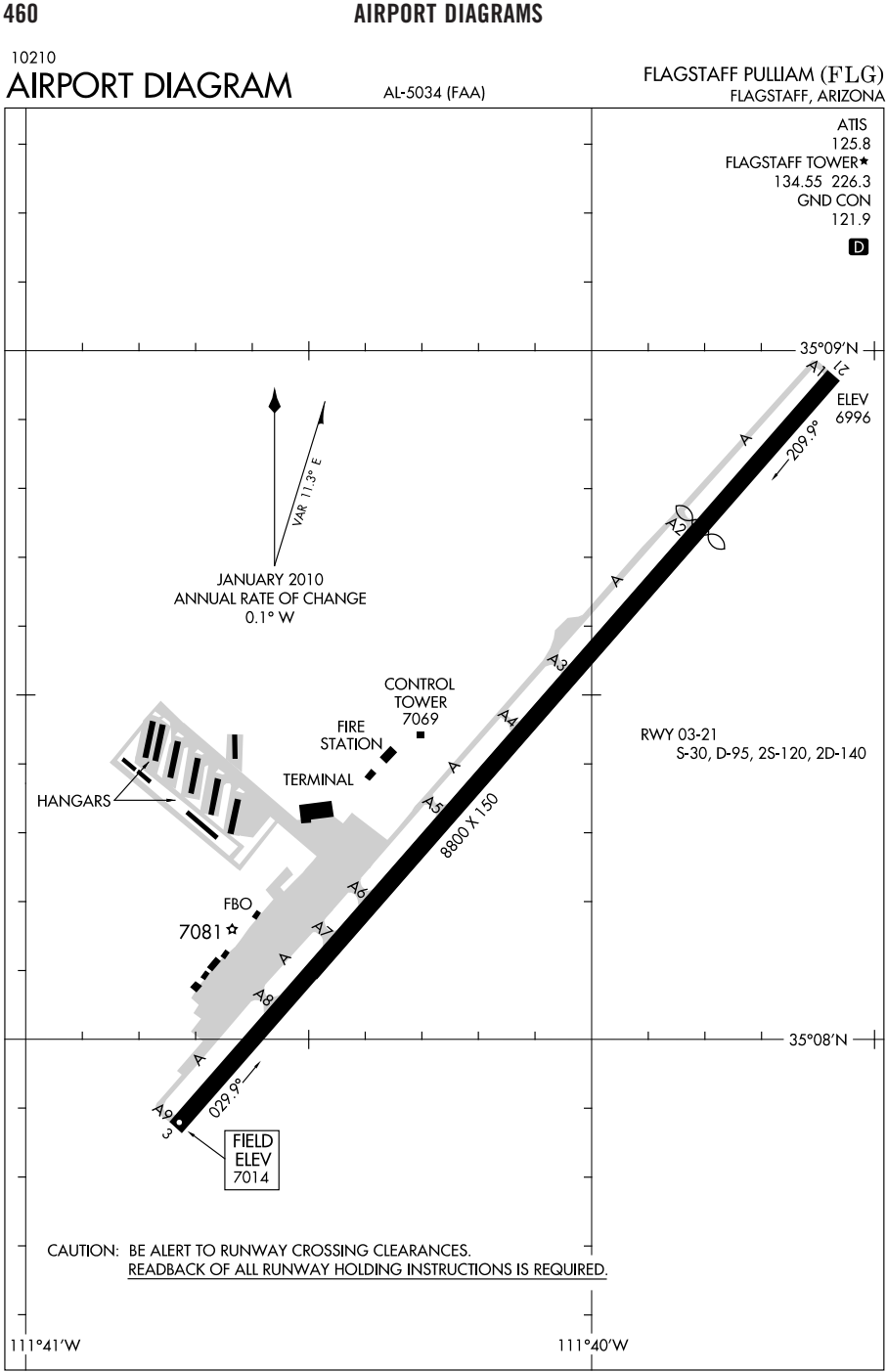
FARMINGTON, NEW MEXICO



AIRPORT DIAGRAM

FARMINGTON, NEW MEXICO
FARMINGTON/ FOUR CORNERS RGNL (F'MN)

10210



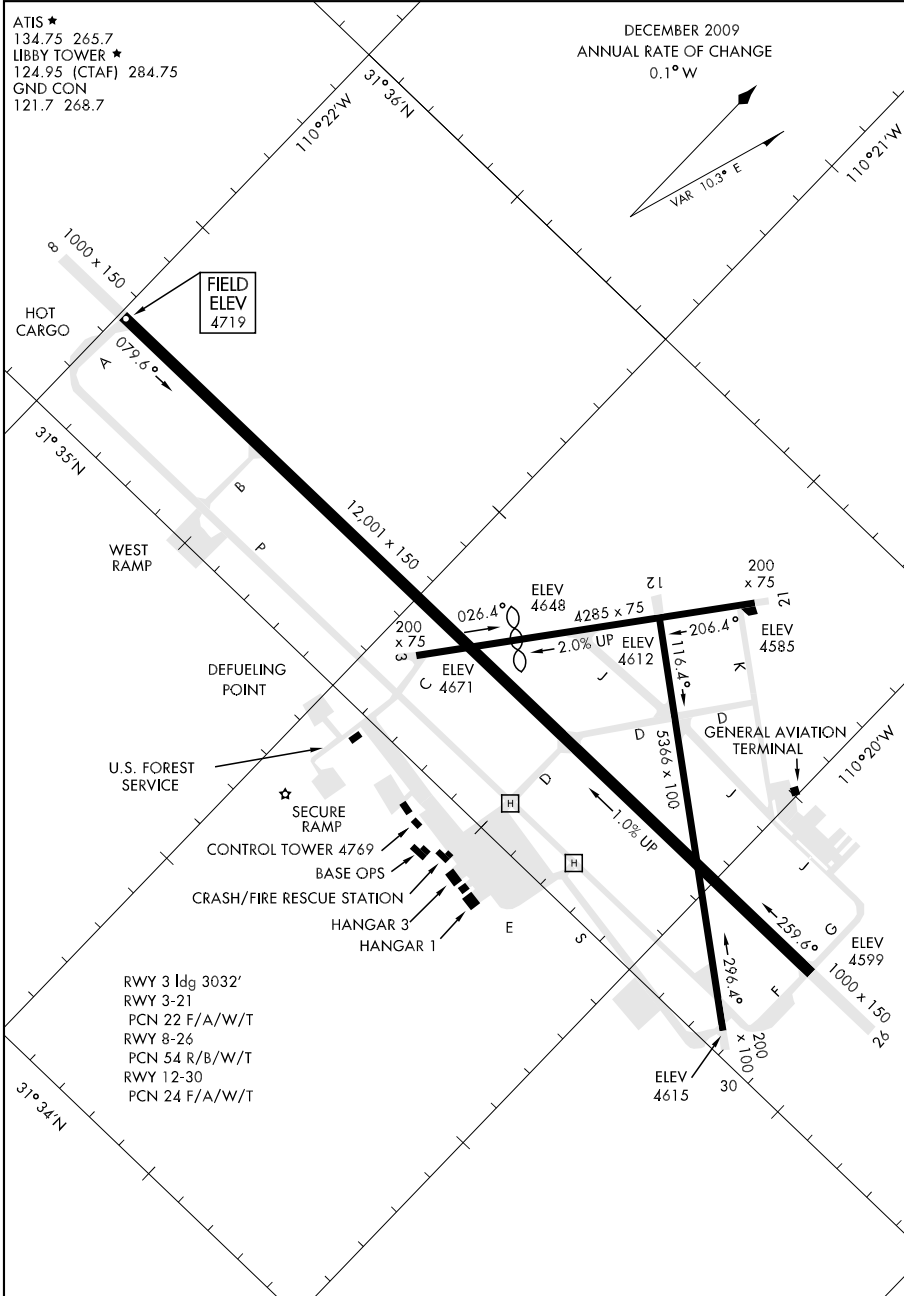
09351

AIRPORT DIAGRAM

FORT HUACHUCA-SIERRA VISTA/SIERRA VISTA MUNI-LIBBY AAF (KFHU)

AFD-5081 [USA]

FORT HUACHUCA/SIERRA VISTA, ARIZONA



AIRPORT DIAGRAM

FORT HUACHUCA/SIERRA VISTA, ARIZONA

FORT HUACHUCA-SIERRA VISTA/SIERRA VISTA MUNI-LIBBY AAF (KFHU)

SW. 23 SEP 2010 to 18 NOV 2010

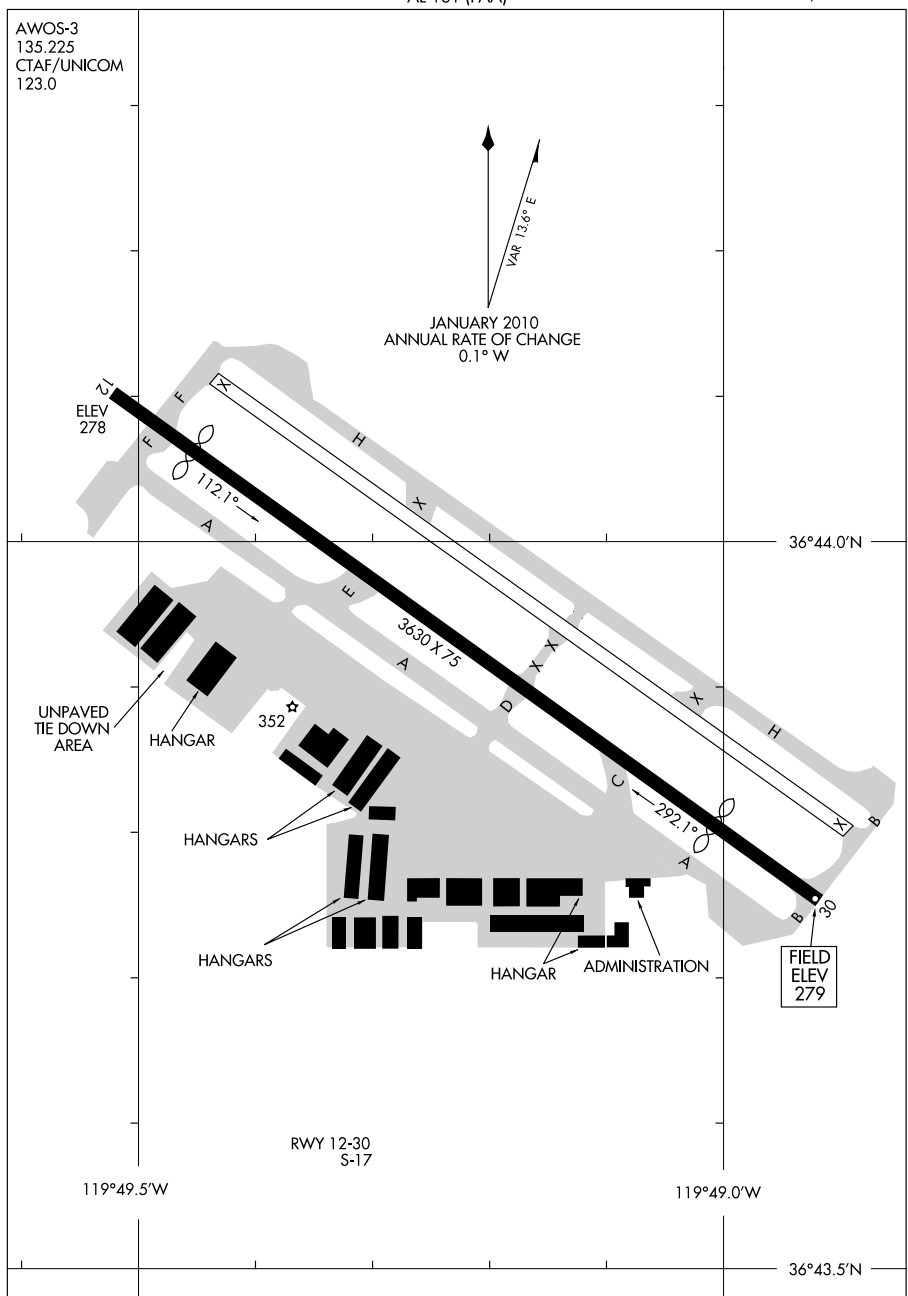
10210

AIRPORT DIAGRAM

AL-161 (FAA)

FRESNO CHANDLER EXECUTIVE (FCH)
FRESNO, CALIFORNIA

AWOS-3
135.225
CTAF/UNICOM
123.0



AIRPORT DIAGRAM

10210

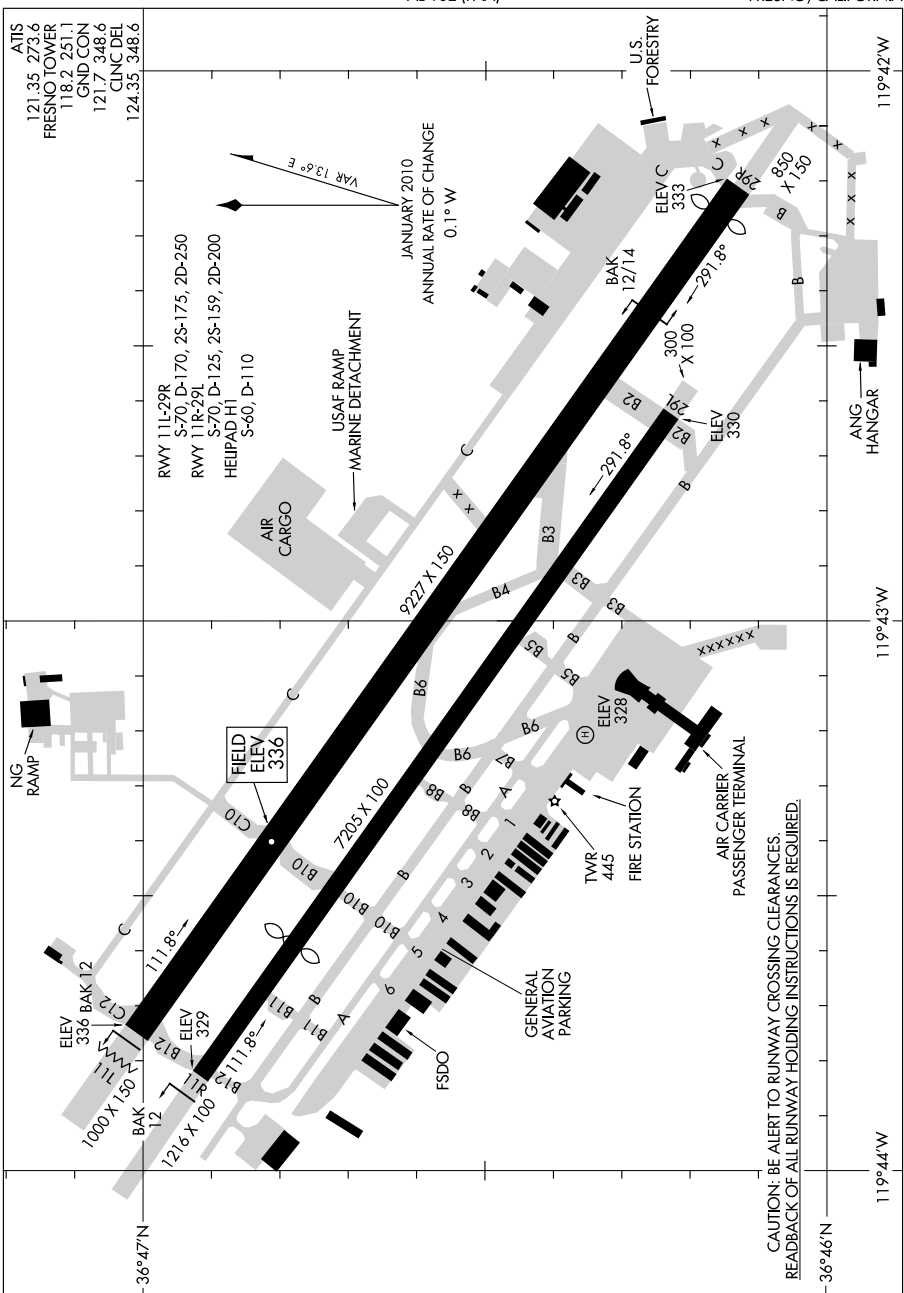
FRESNO, CALIFORNIA
FRESNO CHANDLER EXECUTIVE (FCH)

SW. 23 SEP 2010 to 18 NOV 2010

AIRPORT DIAGRAM

FRESNO YOSEMITE INTL (FAT)

FRESNO, CALIFORNIA



AIRPORT DIAGRAM

FRESNO, CALIFORNIA
FRESNO YOSEMITE INTL (FAT)

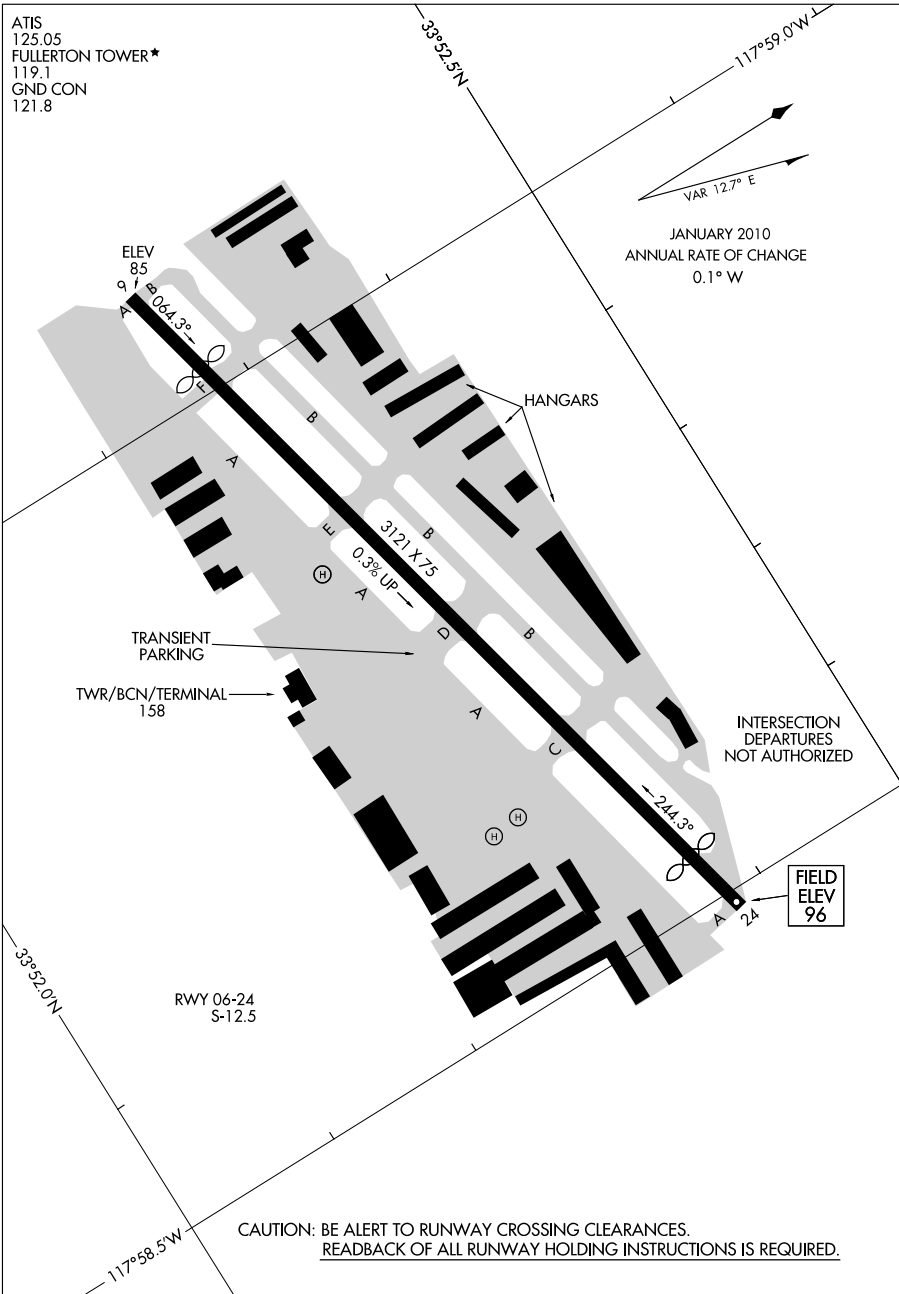
SW. 23 SEP 2010 to 18 NOV 2010

10210
AIRPORT DIAGRAM

FULLERTON MUNI (FUL)
FULLERTON, CALIFORNIA

ATIS
125.05
FULLERTON TOWER★
119.1
GND CON
121.8

AL-5136 (FAA)



AIRPORT DIAGRAM
10210

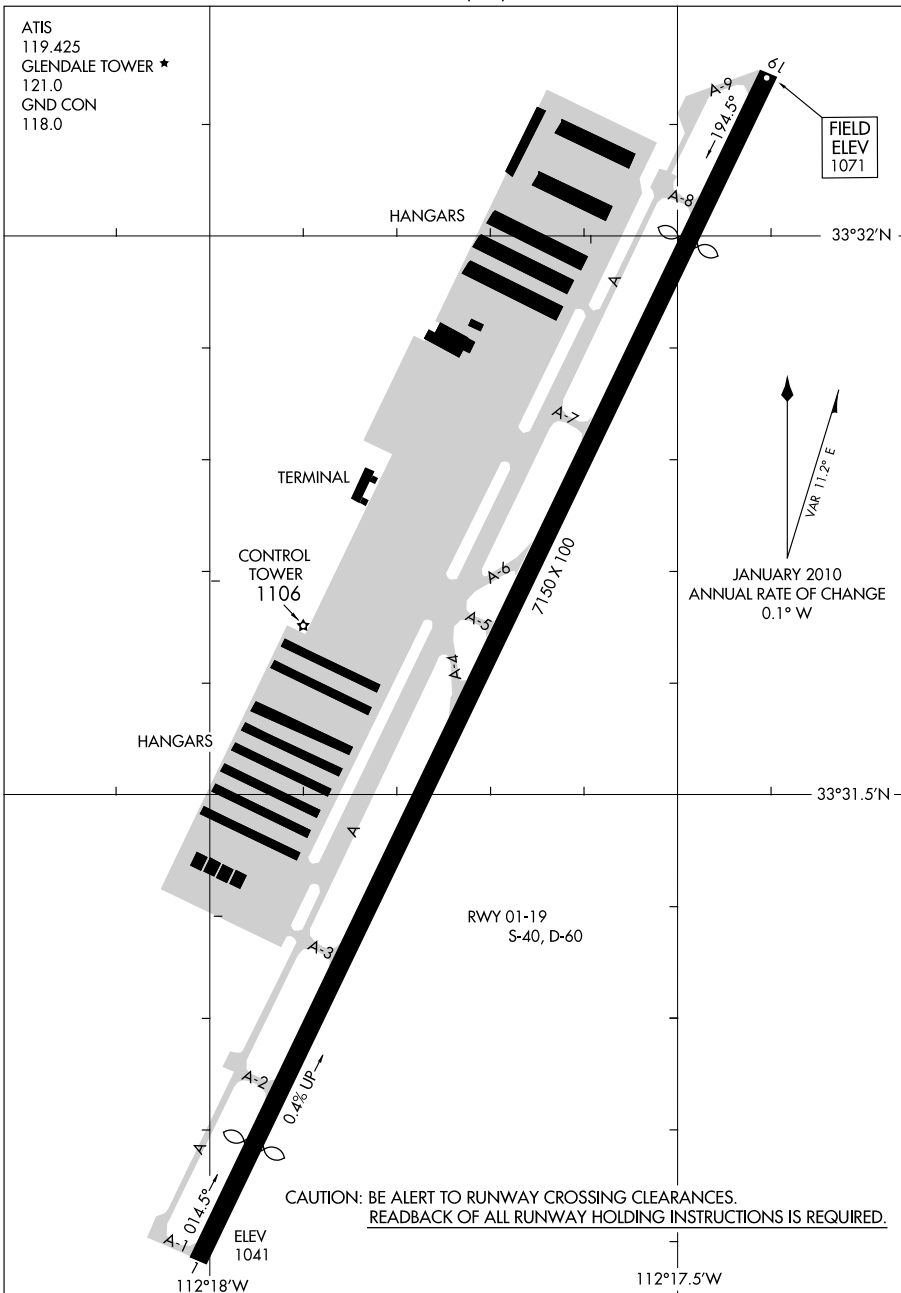
FULLERTON, CALIFORNIA
FULLERTON MUNI (FUL)

10210

AIRPORT DIAGRAM

AL-6915 (FAA)

GLENDALE MUNI (GEU)
GLENDALE, ARIZONA



AIRPORT DIAGRAM

10210

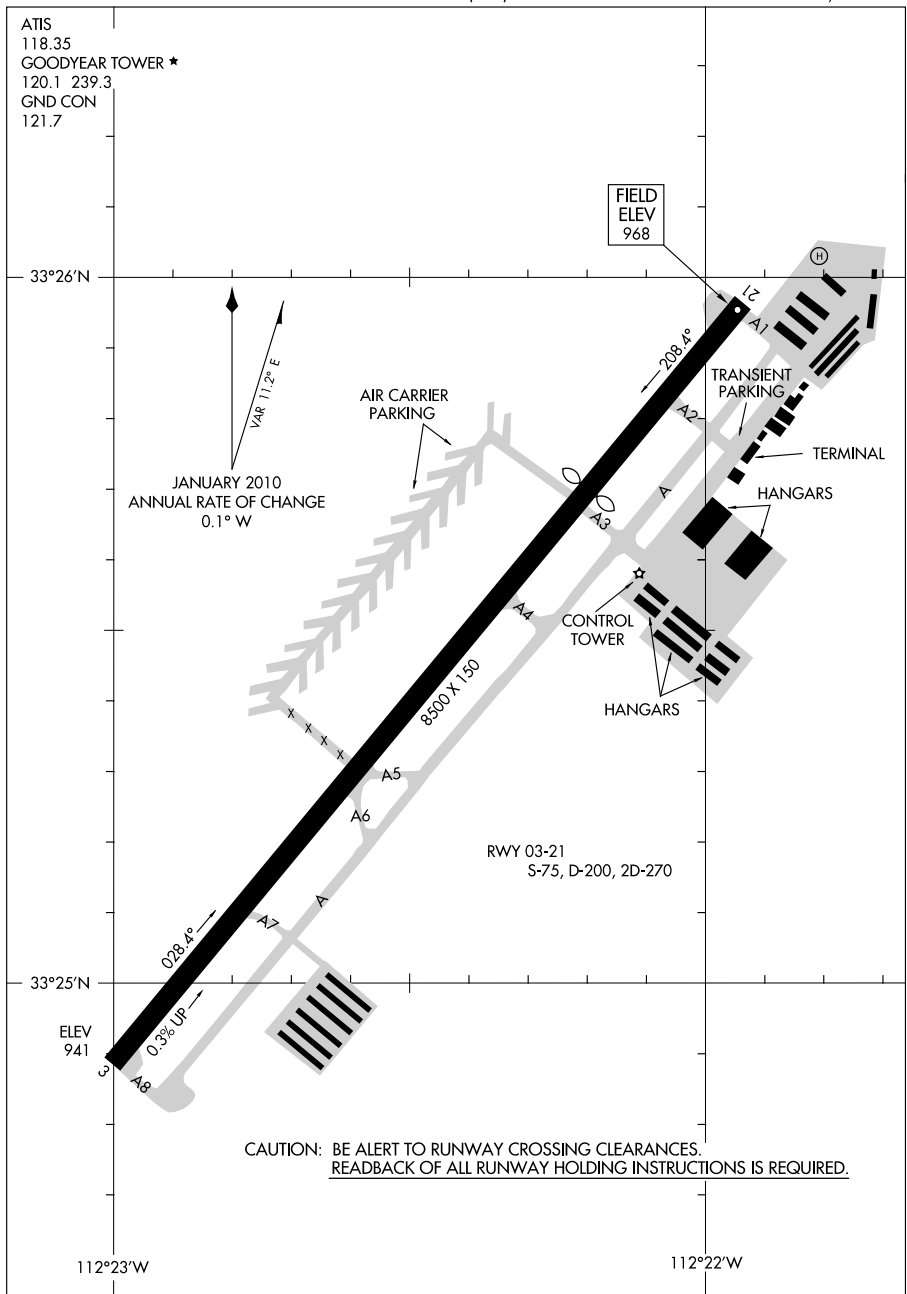
GLENDALE, ARIZONA
GLENDALE MUNI (GEU)

SW. 23 SEP 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-6648 (FAA)

GOODYEAR/PHOENIX GOODYEAR (GYR)
GOODYEAR, ARIZONA



AIRPORT DIAGRAM

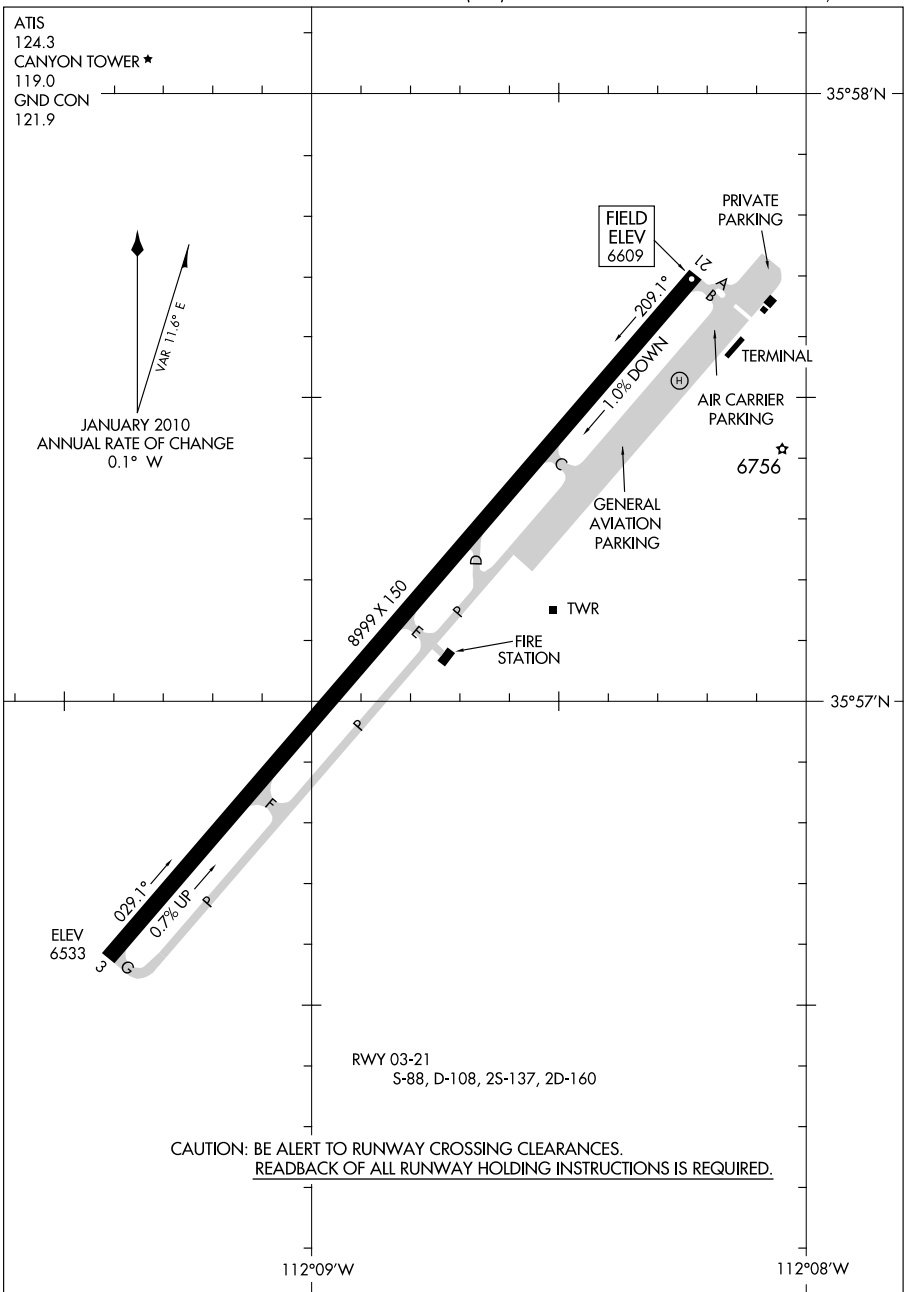
GOODYEAR, ARIZONA
GOODYEAR/PHOENIX GOODYEAR (GYR)

10210

AIRPORT DIAGRAM

AL-5381 (FAA)

GRAND CANYON NATIONAL PARK (GCN)
GRAND CANYON, ARIZONA



AIRPORT DIAGRAM

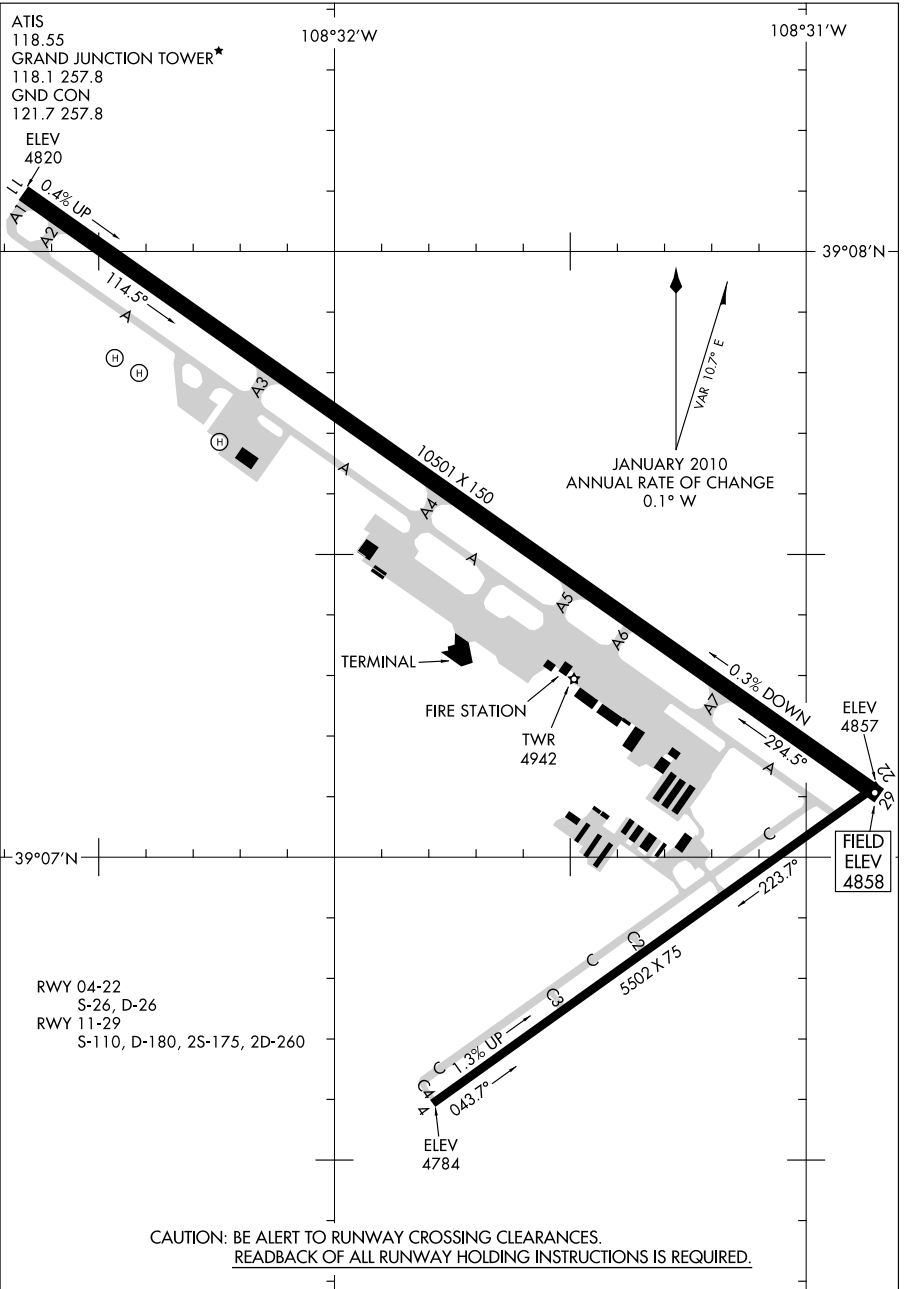
10210

GRAND CANYON, ARIZONA
GRAND CANYON NATIONAL PARK (GCN)

10210
AIRPORT DIAGRAM

AL-634 (FAA)

GRAND JUNCTION RGNL (GJT)
GRAND JUNCTION, COLORADO



AIRPORT DIAGRAM
10210

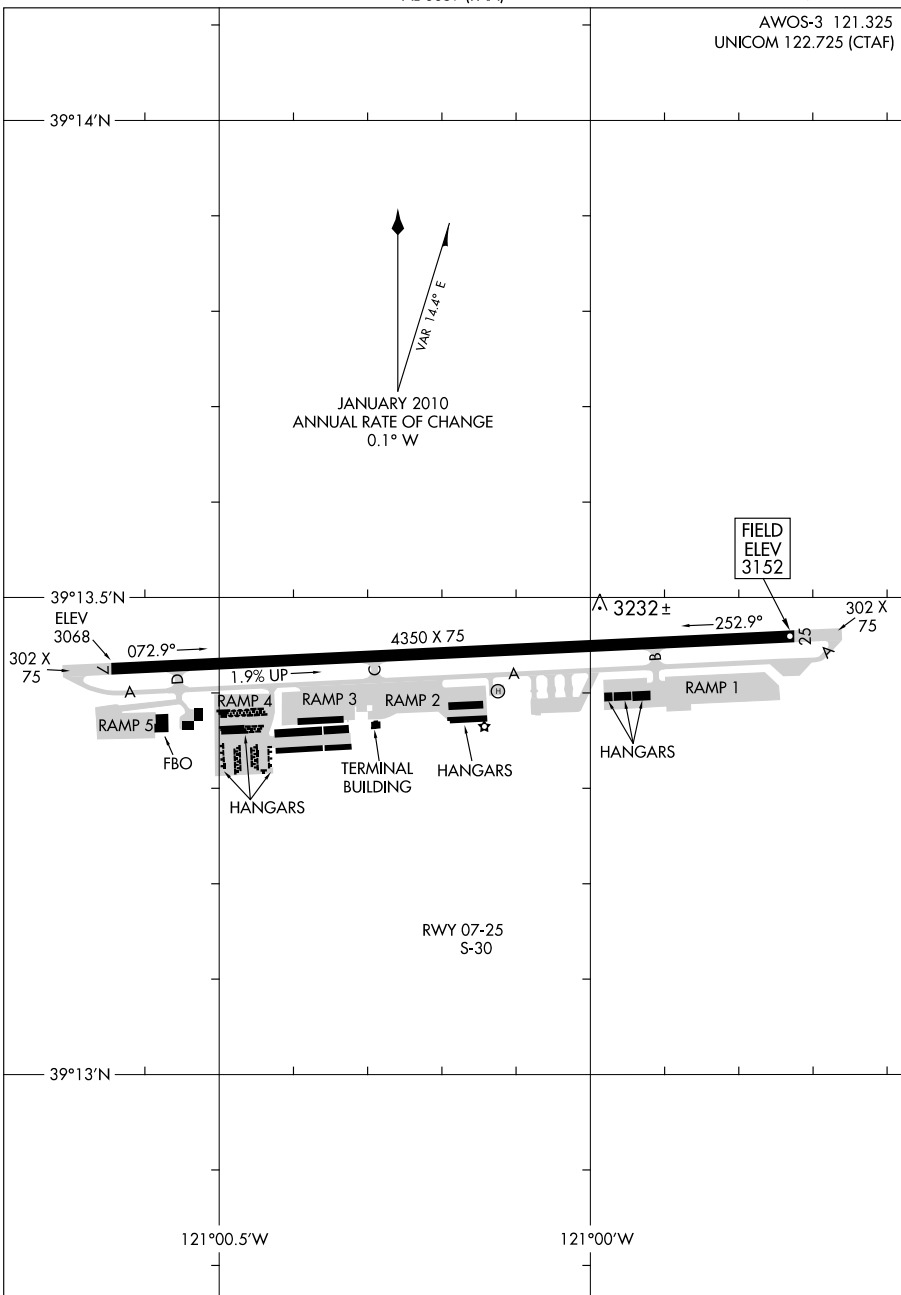
GRAND JUNCTION, COLORADO
GRAND JUNCTION RGNL (GJT)

10210

AIRPORT DIAGRAM

GRASS VALLEY/ NEVADA COUNTY AIRPARK (GOO)
AL-6659 (FAA)

AWOS-3 121.325
UNICOM 122.725 (CTAF)



AIRPORT DIAGRAM

10210

GRASS VALLEY, CALIFORNIA
GRASS VALLEY/ NEVADA COUNTY AIRPARK (GOO)

SW. 23 SEP 2010 to 18 NOV 2010

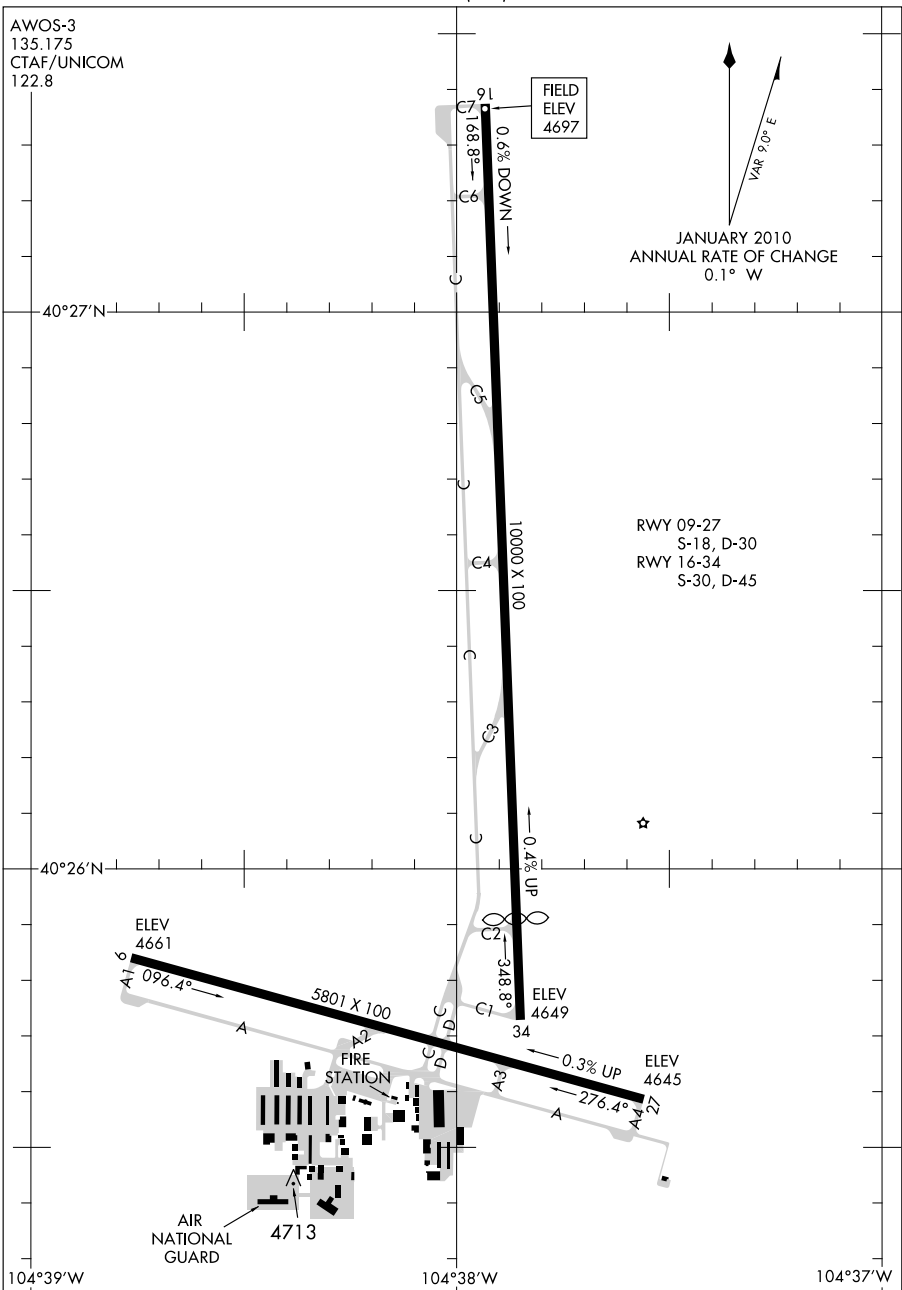
10210

AIRPORT DIAGRAM

AL-325 (FAA)

GREELEY-WELD COUNTY (GXY)
GREELEY, COLORADO

AWOS-3
135.175
CTAF/UNICOM
122.8



AIRPORT DIAGRAM

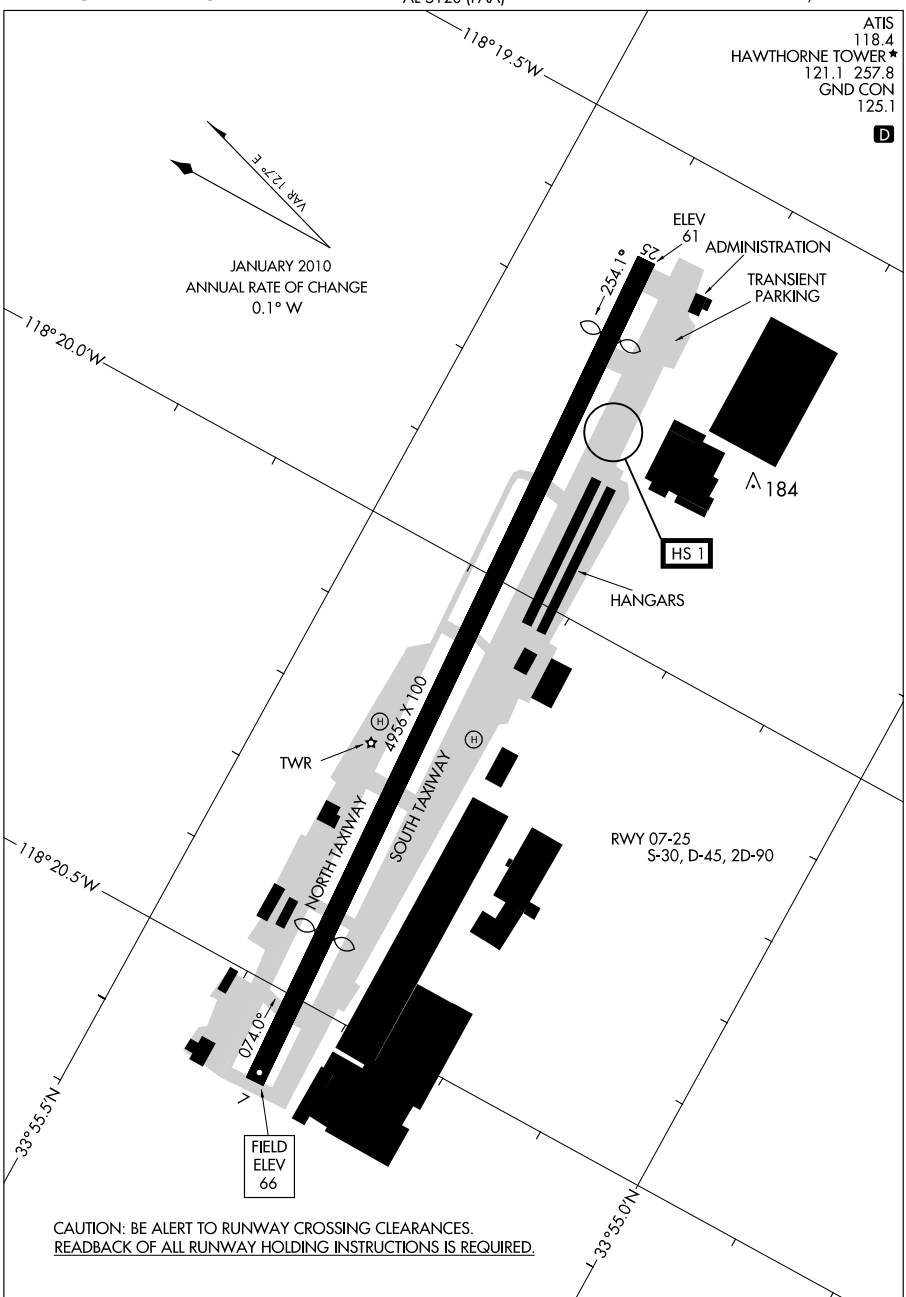
GREELEY, COLORADO
GREELEY-WELD COUNTY (GXY)

10210

SW. 23 SEP 2010 to 18 NOV 2010

10266
AIRPORT DIAGRAM

HAWTHORNE/JACK NORTHROP FIELD/HAWTHORNE MUNI (HHR)
AL-5120 (FAA)
HAWTHORNE, CALIFORNIA



10266
AIRPORT DIAGRAM

HAWTHORNE, CALIFORNIA
HAWTHORNE/JACK NORTHROP FIELD/HAWTHORNE MUNI (HHR)

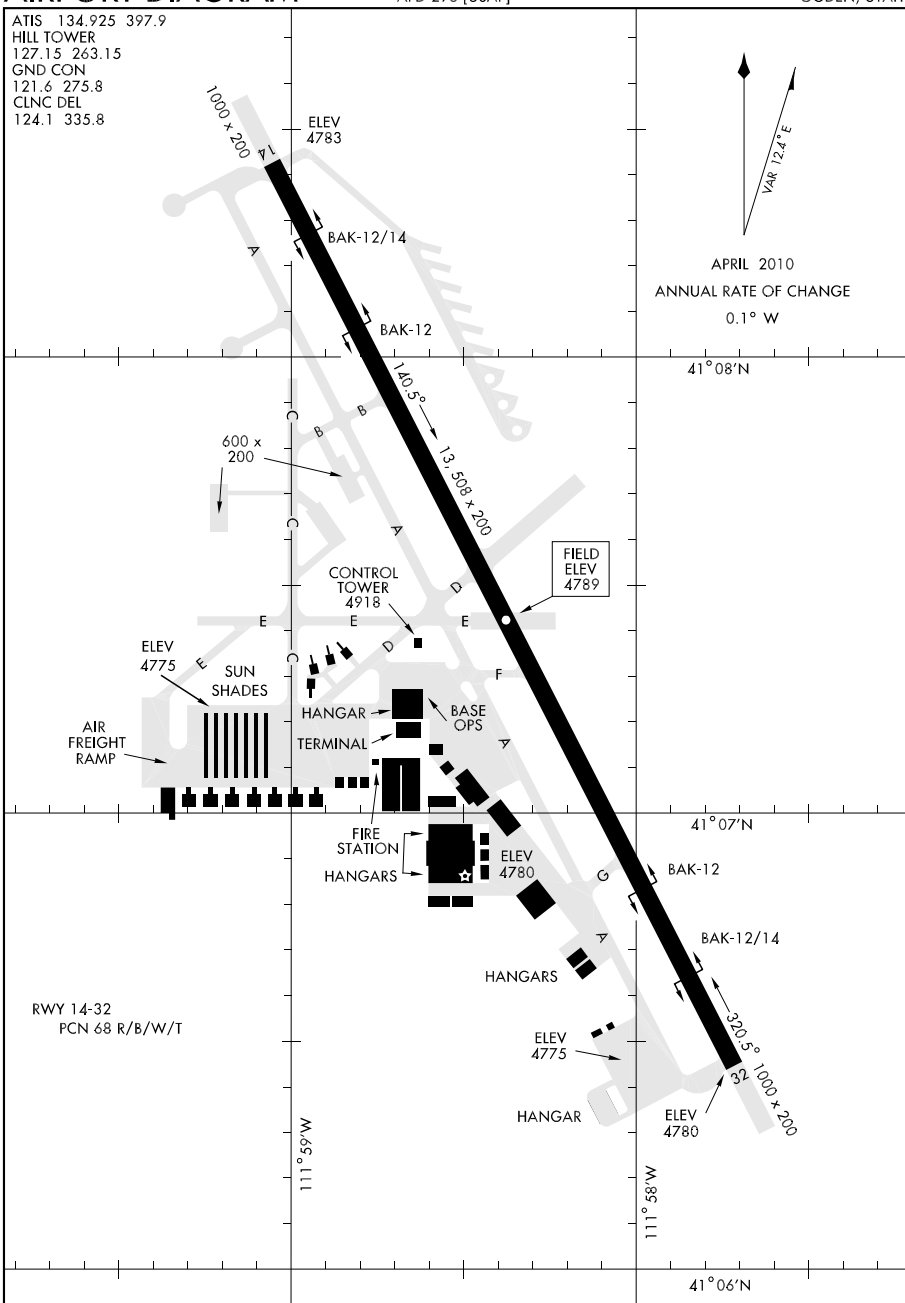


SW. 23 SEP 2010 to 18 NOV 2010

AIRPORT DIAGRAM

OGDEN, UTAH

ATIS	134.925	397.9
HILL TOWER		
	127.15	263.15
GND CON		
	121.6	275.8
CLNC DEL		
	124.1	335.8



AIRPORT DIAGRAM

HILL AFB (KHIF)

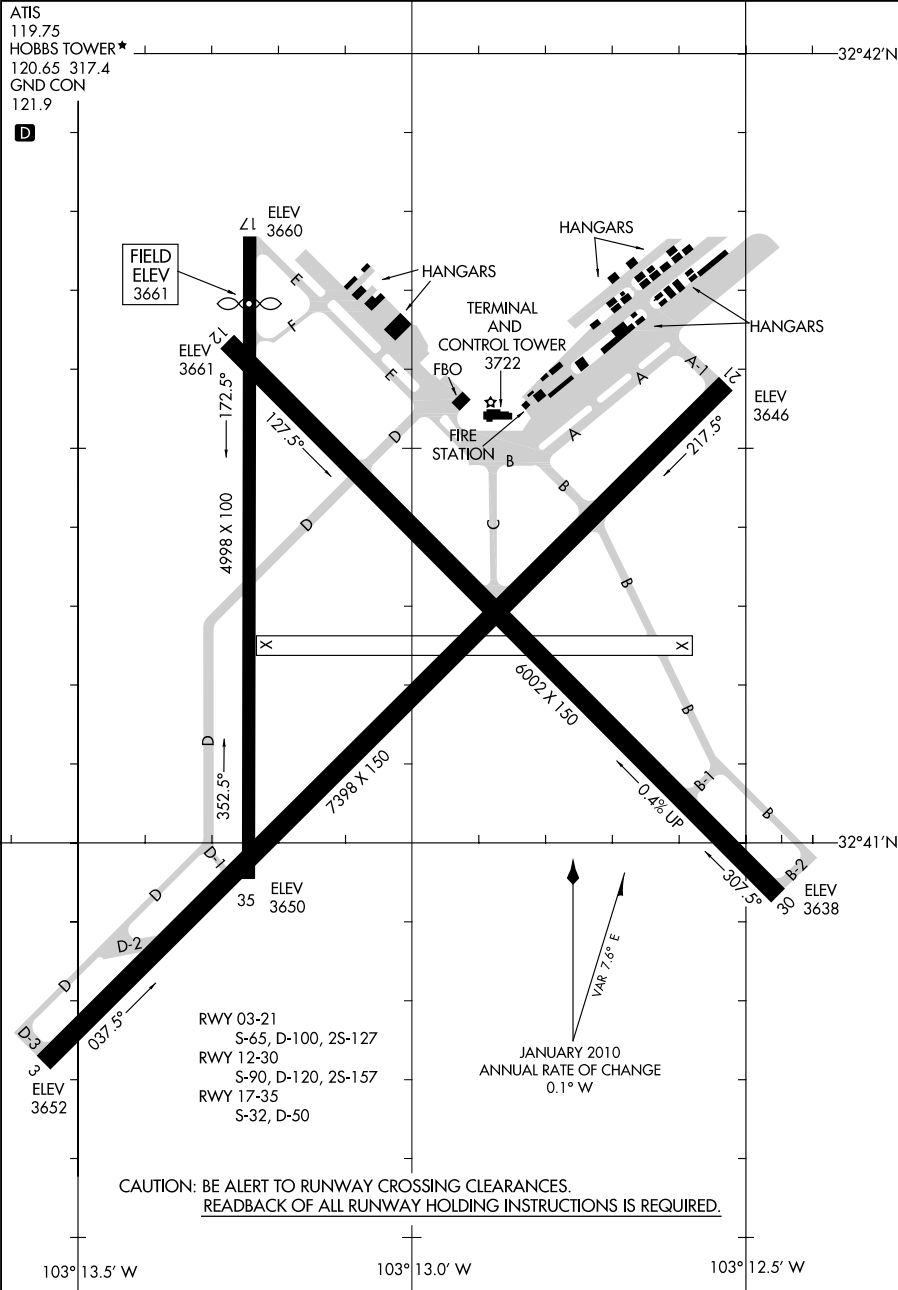
SW, 23 SEP 2010 to 18 NOV 2010

10210

AIRPORT DIAGRAM

HOBBS/LEA COUNTY RGNL (HOB)

HOBBS, NEW MEXICO



AIRPORT DIAGRAM

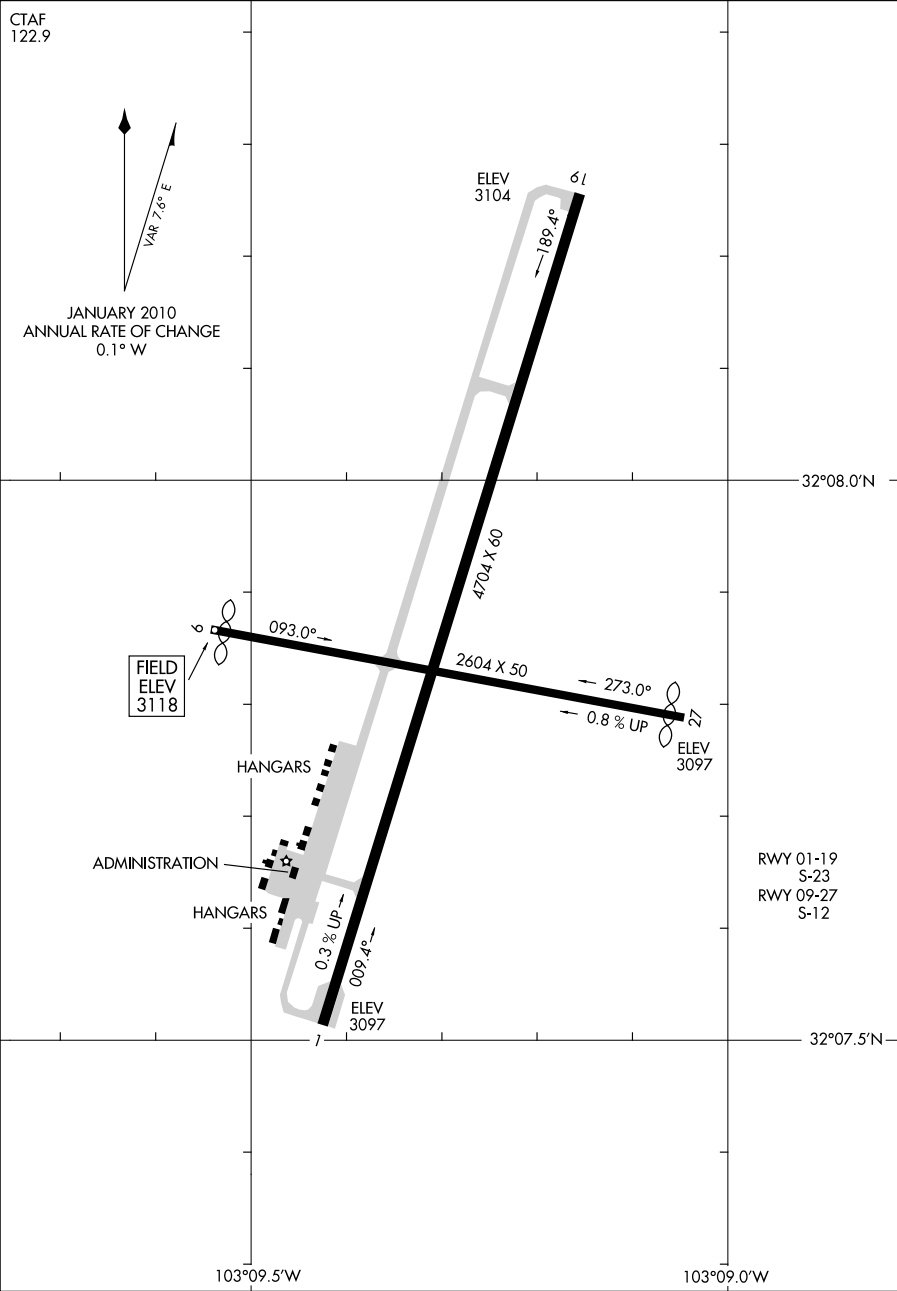
10210

HOBBS/LEA COUNTY RGNL (HOB)

10210
AIRPORT DIAGRAM

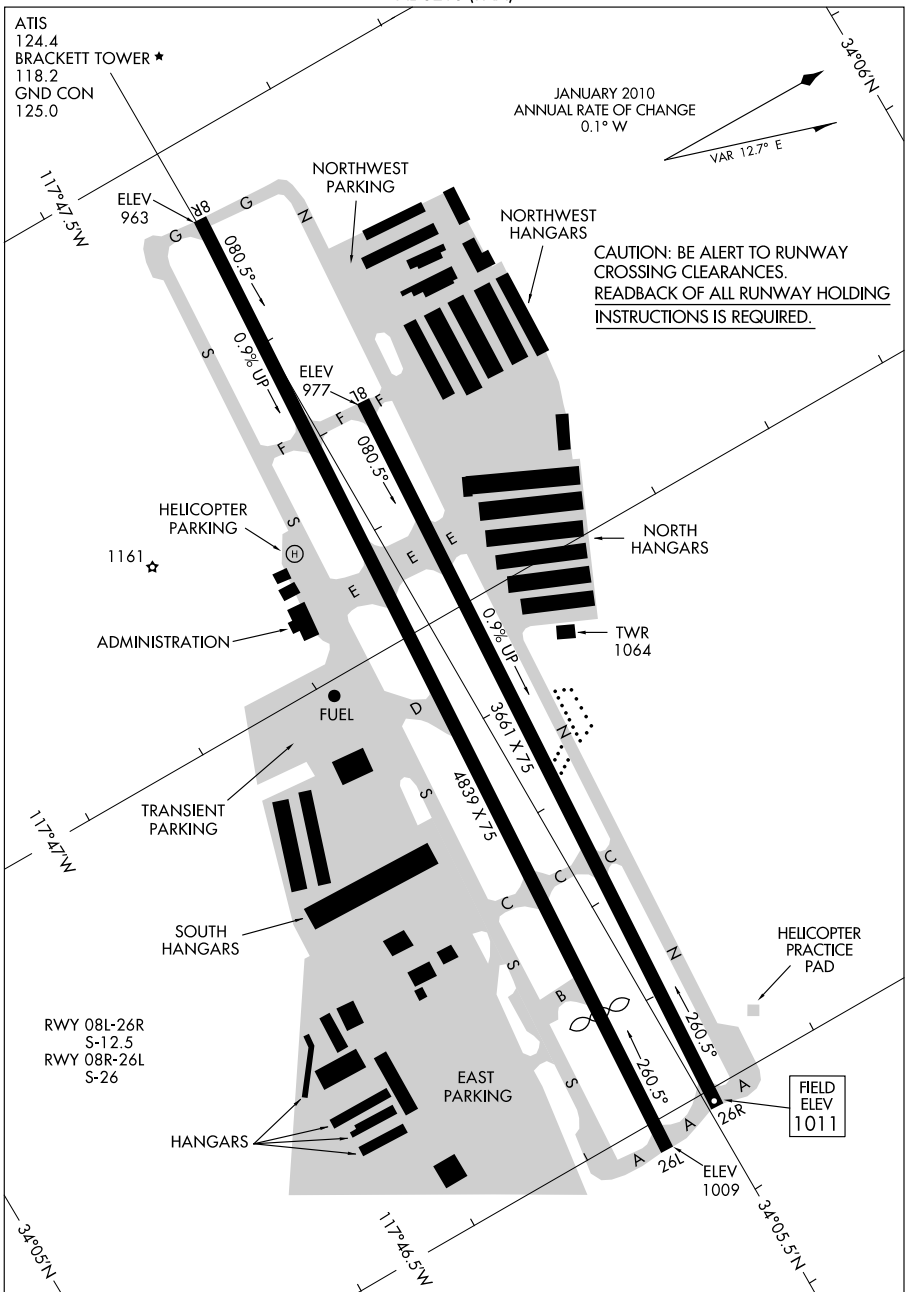
AL-9408 (FAA)

JAL/LEA COUNTY (E26)
JAL, NEW MEXICO



AIRPORT DIAGRAM
10210

JAL, NEW MEXICO
JAL/ LEA COUNTY (E26)



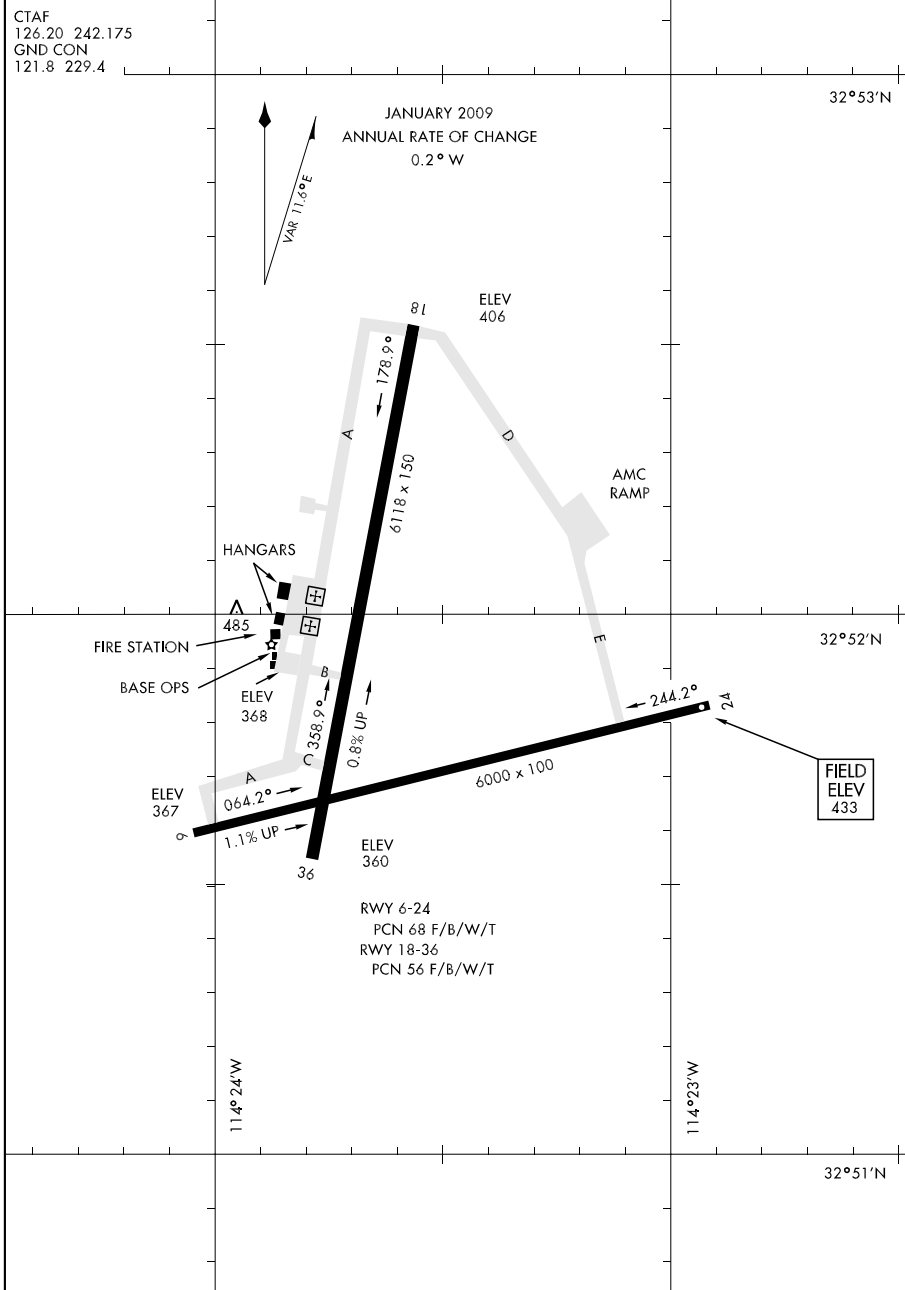
09015

LAGUNA AAF (KLGF)

AIRPORT DIAGRAM

AFD-6341 [USA]

YUMA PROVING GROUND, ARIZONA



AIRPORT DIAGRAM

YUMA PROVING GROUND, ARIZONA

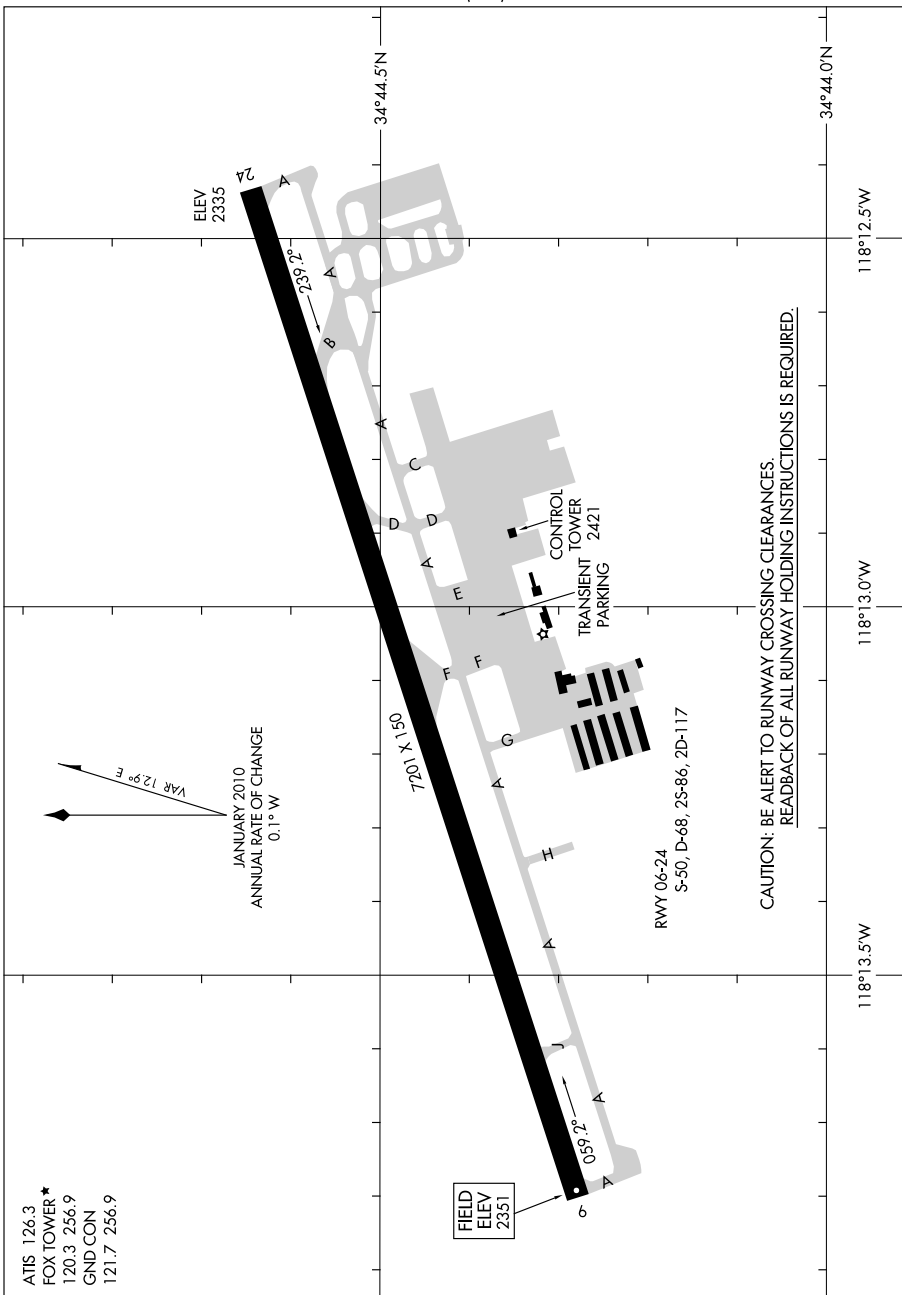
LAGUNA AAF (KLGF)

SW. 23 SEP 2010 to 18 NOV 2010

10210

AIRPORT DIAGRAM

LANCASTER/ GENERAL WILLIAM J. FOX AIRFIELD (WJF)
AL-5065 (FAA) LANCASTER, CALIFORNIA



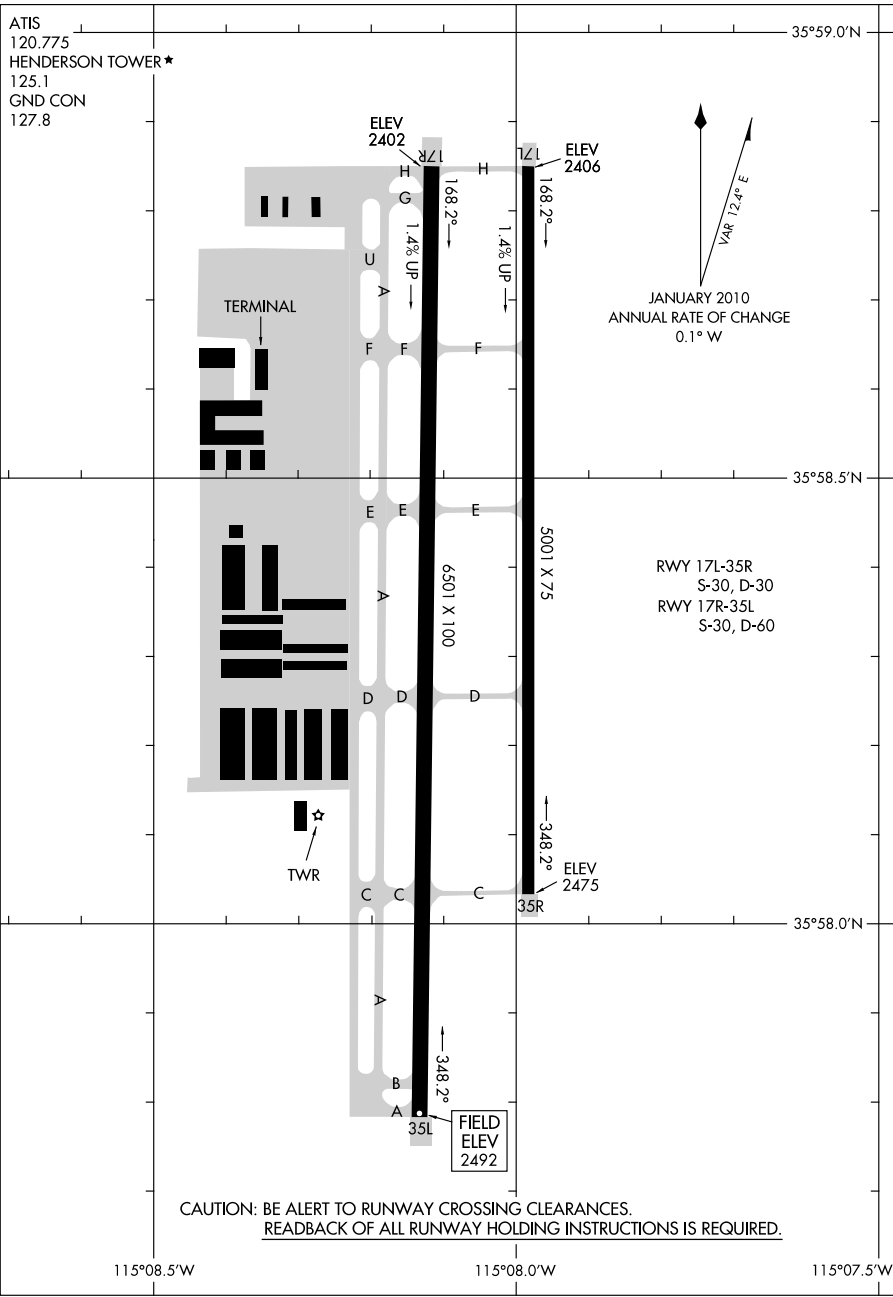
AIRPORT DIAGRAM

LANCASTER, CALIFORNIA
LANCASTER/ GENERAL WILLIAM J. FOX AIRFIELD (WJF)

10210

10210
AIRPORT DIAGRAM

AL-6514 (FAA)
LAS VEGAS/HENDERSON EXECUTIVE (HND)
LAS VEGAS, NEVADA



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM
10210

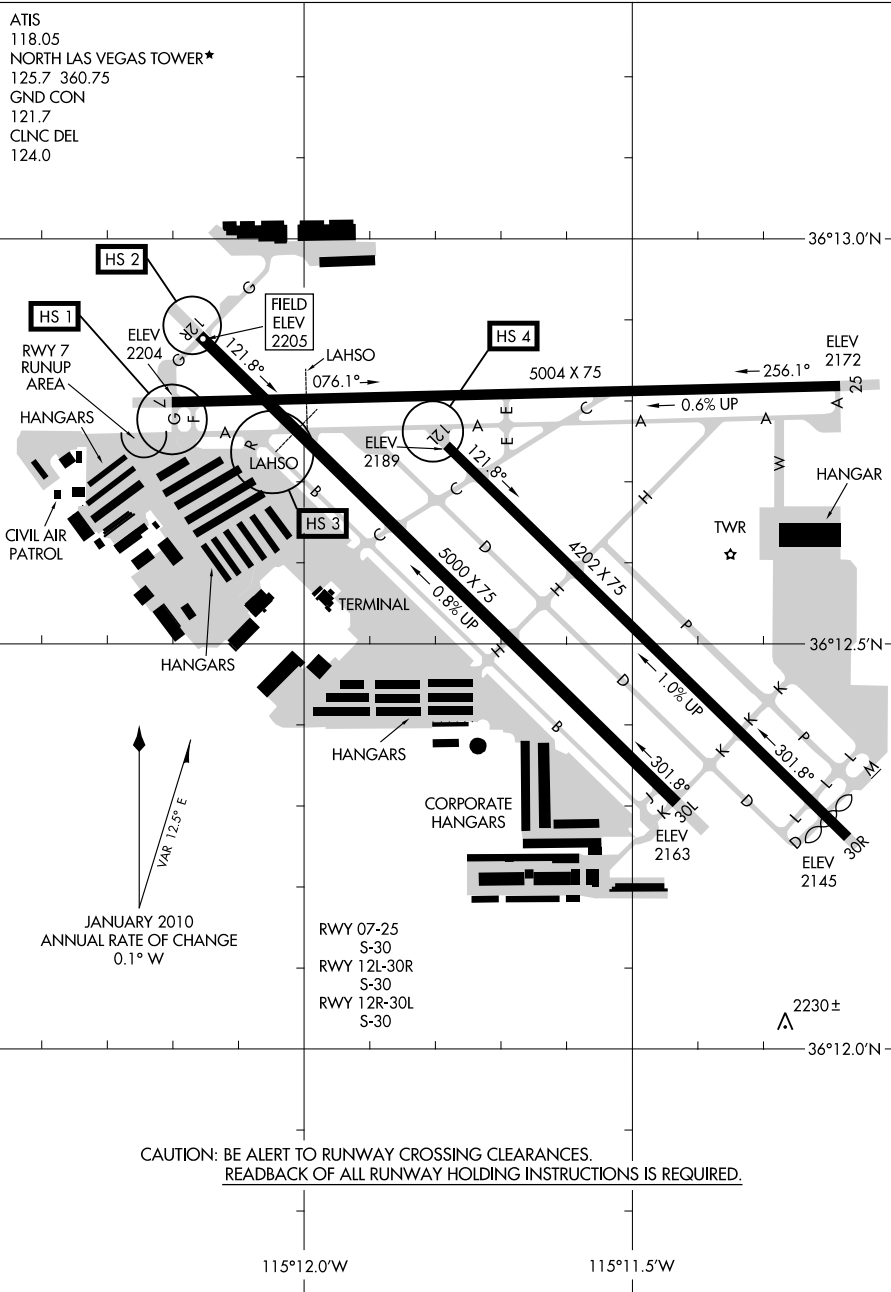
LAS VEGAS, NEVADA
LAS VEGAS/HENDERSON EXECUTIVE (HND)

10266

AIRPORT DIAGRAM

AL-6970 (FAA)

LAS VEGAS/ NORTH LAS VEGAS (VGT)
LAS VEGAS, NEVADA



AIRPORT DIAGRAM

10266

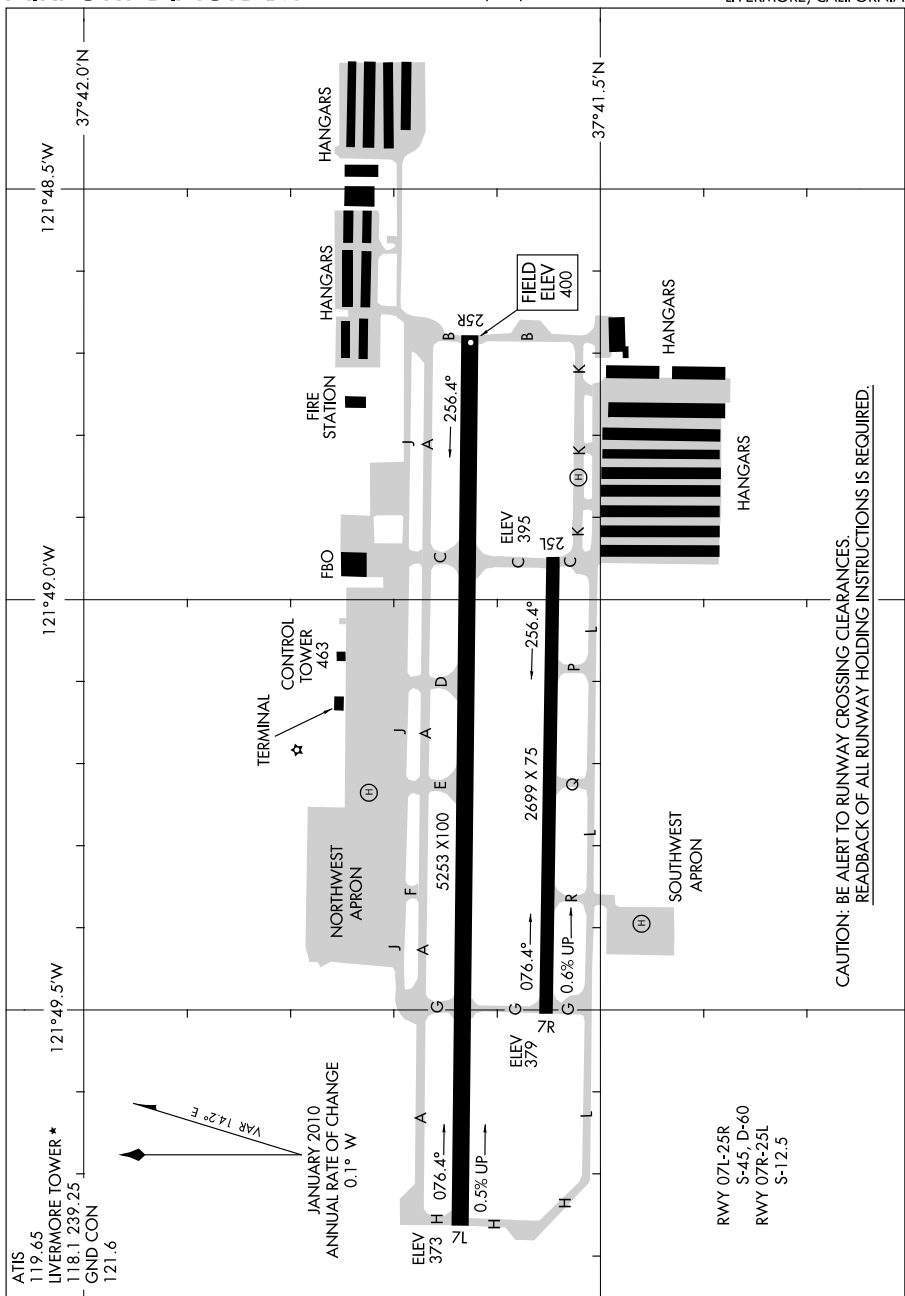
LAS VEGAS, NEVADA
LAS VEGAS/ NORTH LAS VEGAS (VGT)

AIRPORT DIAGRAM

AL-6075 (FAA)

LIVERMORE MUNI (LVK)

LIVERMORE, CALIFORNIA



AIRPORT DIAGRAM

LIVERMORE, CALIFORNIA

LIVERMORE MUNI (LVK)

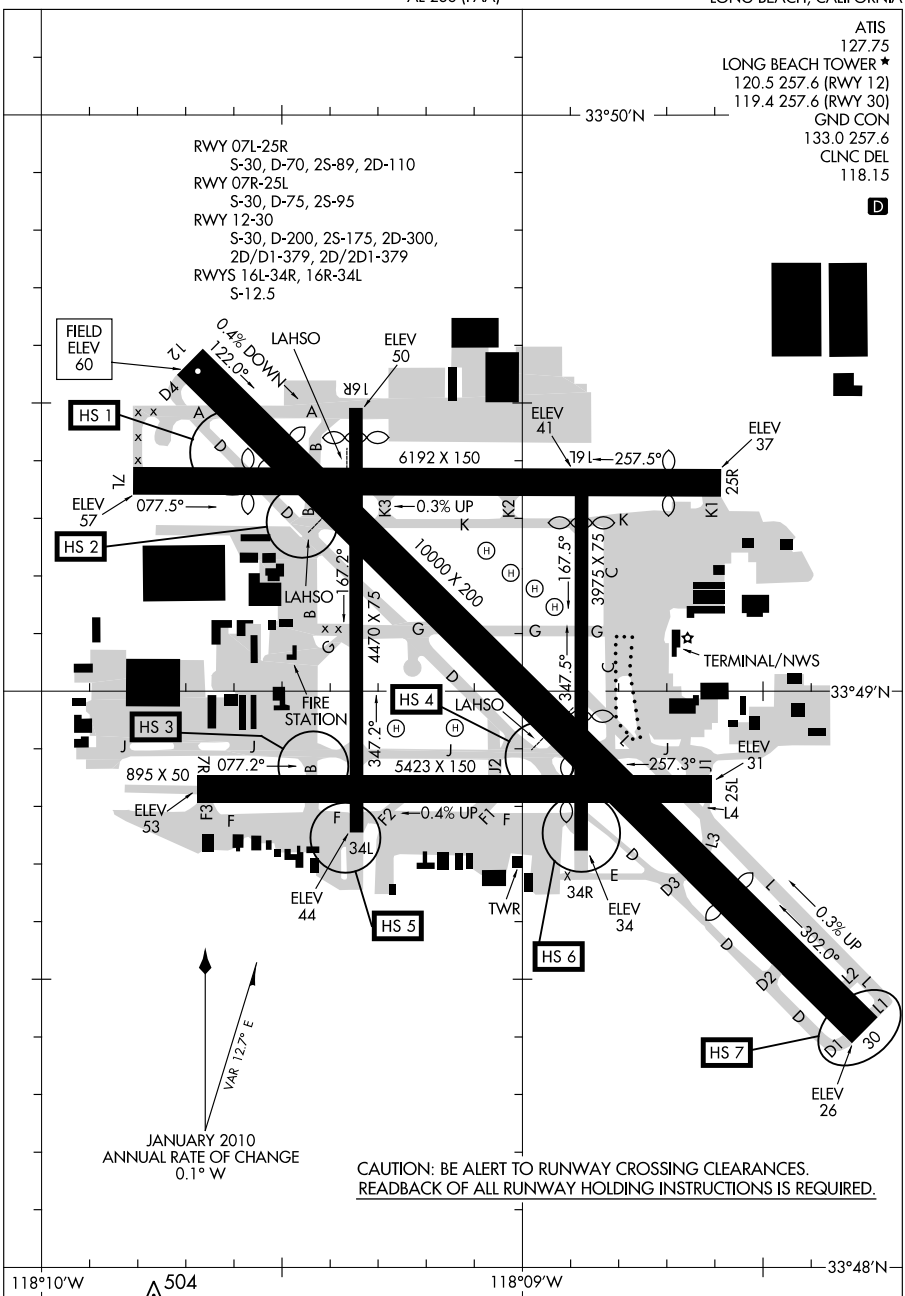
10266

AIRPORT DIAGRAM

AL-236 (FAA)

LONG BEACH (DAUGHERTY FIELD) (LGB)

LONG BEACH, CALIFORNIA



AIRPORT DIAGRAM

10266

LONG BEACH, CALIFORNIA
LONG BEACH (DAUGHERTY FIELD) (LGB)

SW. 23 SEP 2010 to 18 NOV 2010

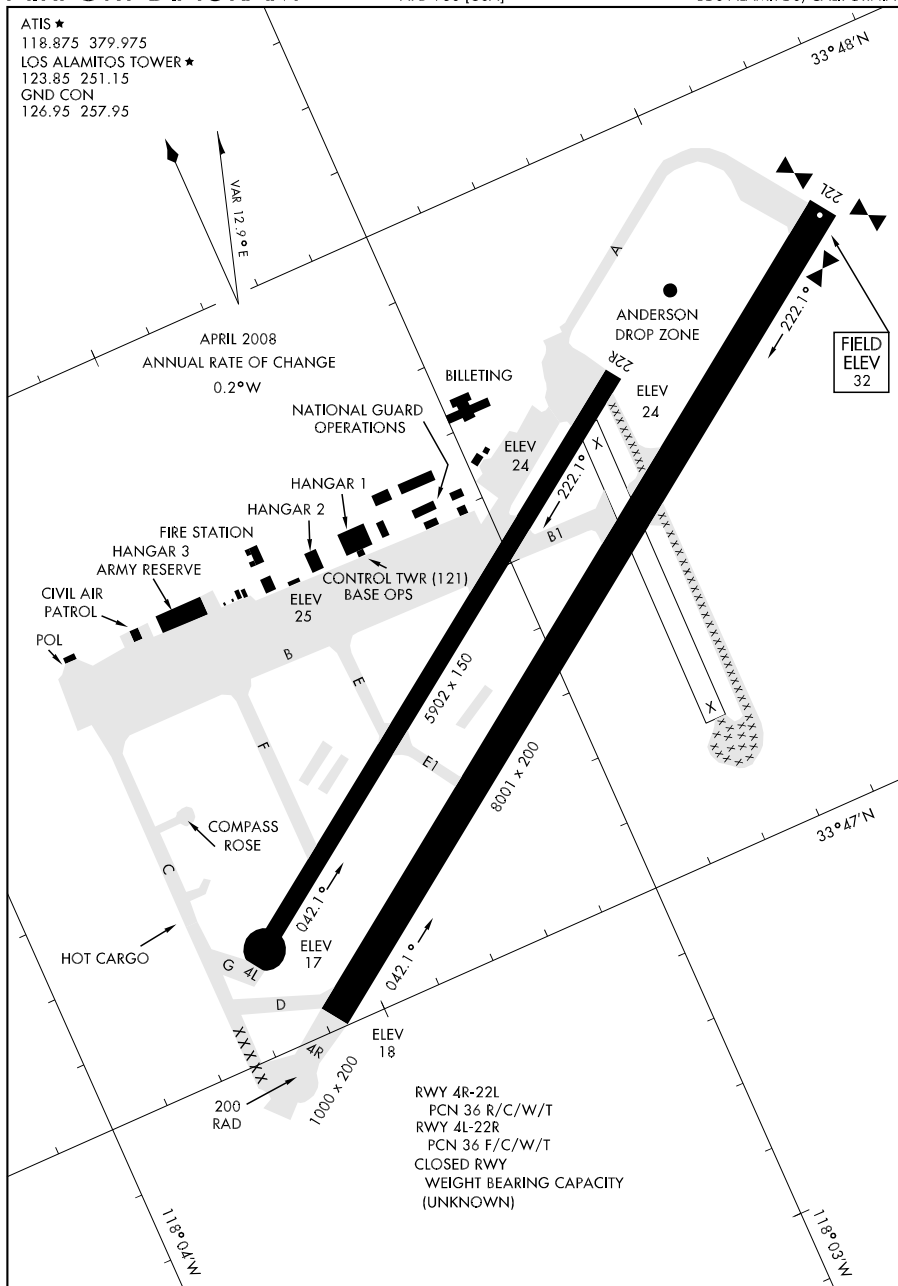
08101

AIRPORT DIAGRAM

AFD-953 [USA]

LOS ALAMITOS AAF (KSLI)

LOS ALAMITOS, CALIFORNIA

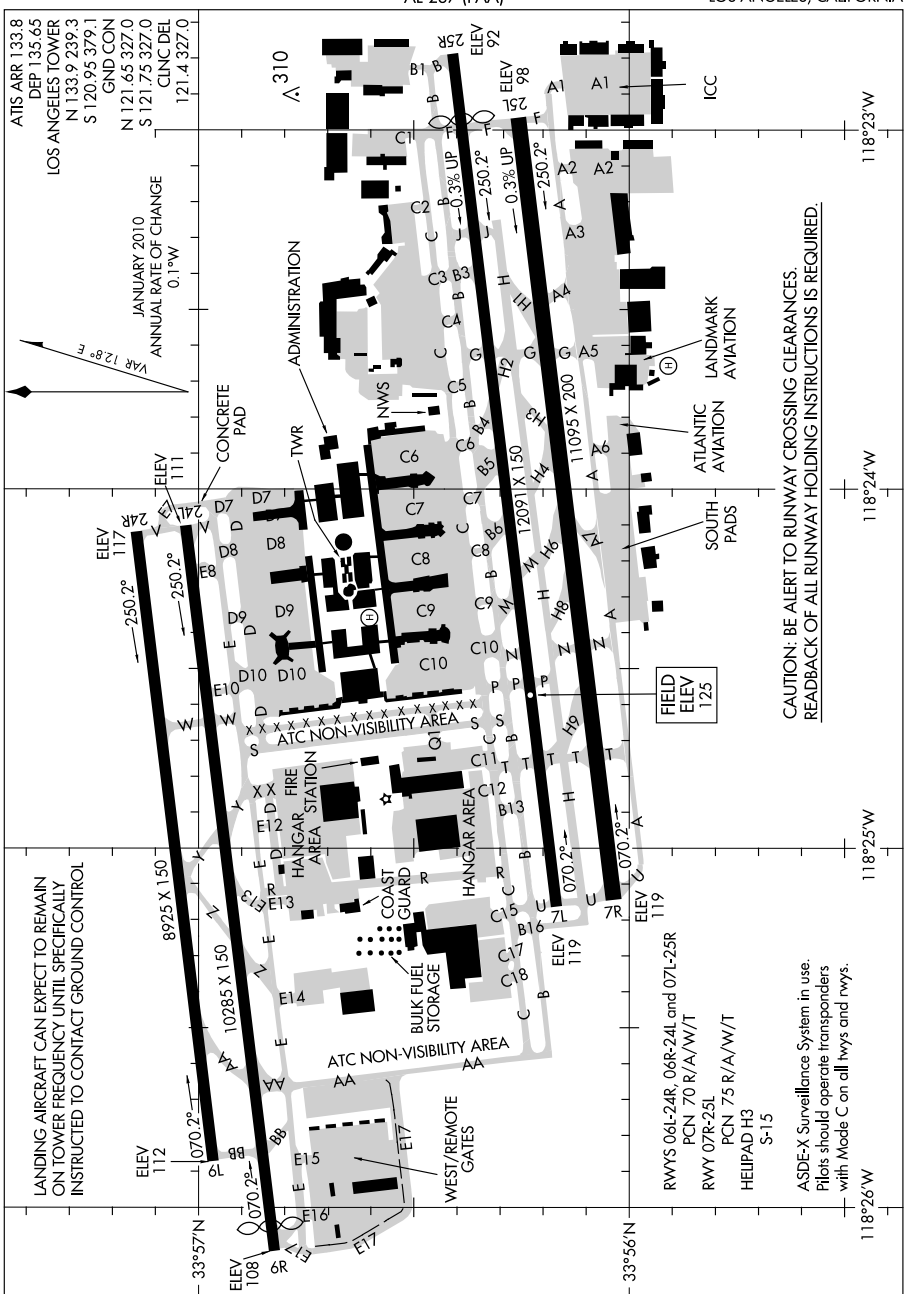


AIRPORT DIAGRAM

LOS ALAMITOS, CALIFORNIA

LOS ALAMITOS AAF (KSLI)

SW. 23 SEP 2010 to 18 NOV 2010



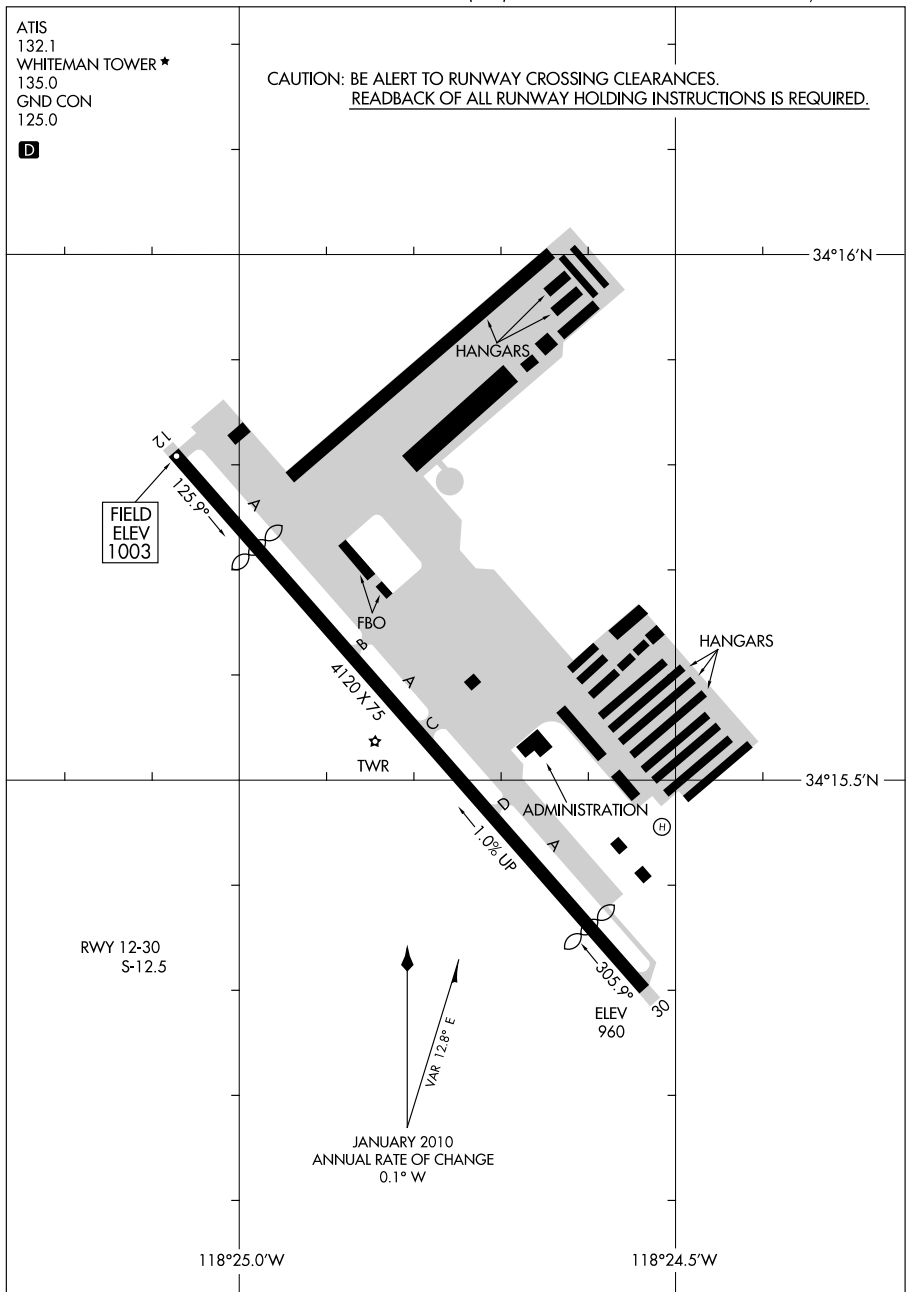
10210

AIRPORT DIAGRAM

AL-9132 (FAA)

LOS ANGELES/ WHITEMAN (WHP)

LOS ANGELES, CALIFORNIA



AIRPORT DIAGRAM

10210

LOS ANGELES, CALIFORNIA

LOS ANGELES/ WHITEMAN (WHP)

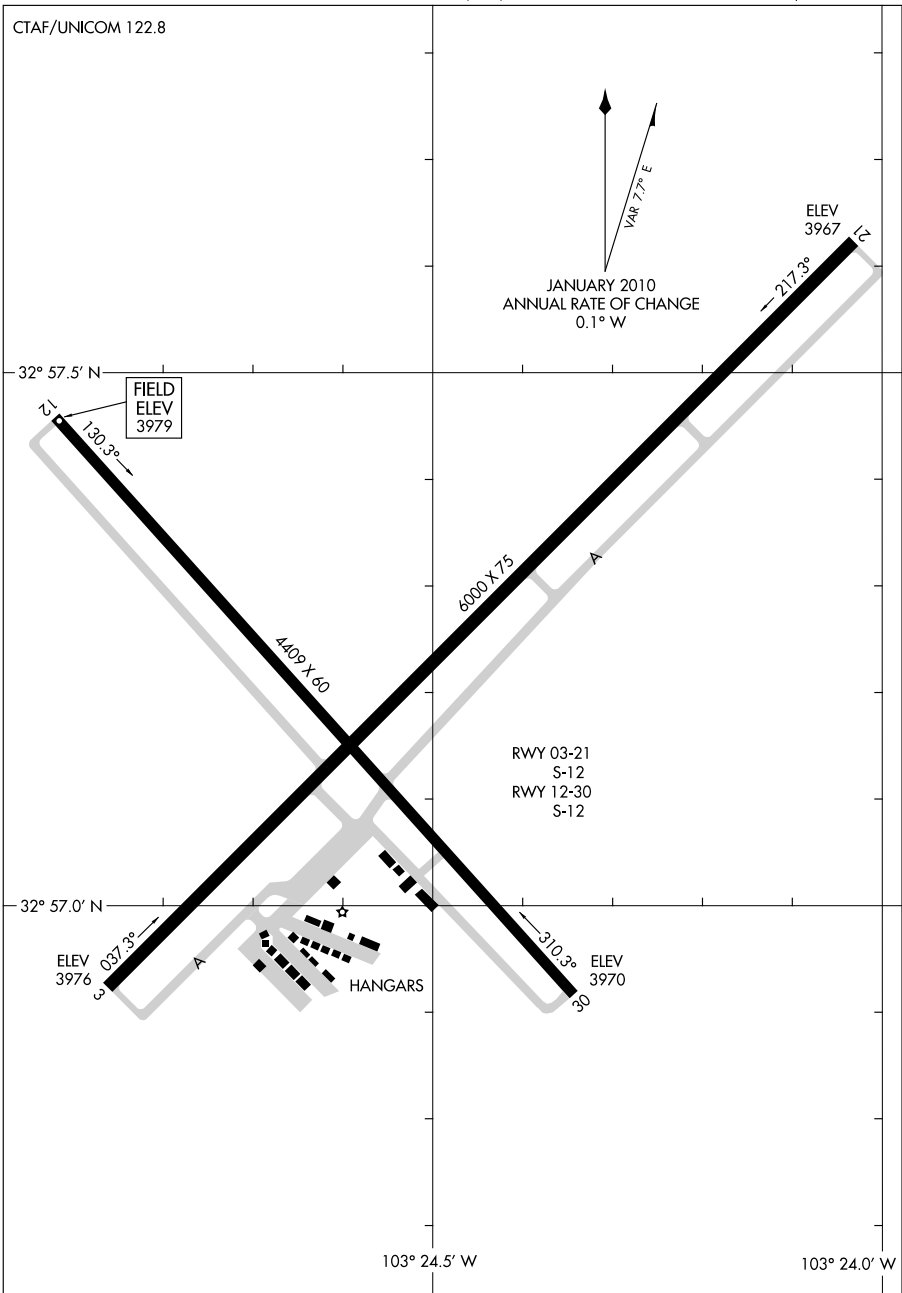
SW. 23 SEP 2010 to 18 NOV 2010

10210

AIRPORT DIAGRAM

LOVINGTON/ LEA COUNTY-ZIP FRANKLIN MEMORIAL (E06)
AL-6951 (FAA)

LOVINGTON, NEW MEXICO



AIRPORT DIAGRAM

10210

LOVINGTON, NEW MEXICO
LOVINGTON/ LEA COUNTY-ZIP FRANKLIN MEMORIAL (E06)

SW. 23 SEP 2010 to 18 NOV 2010

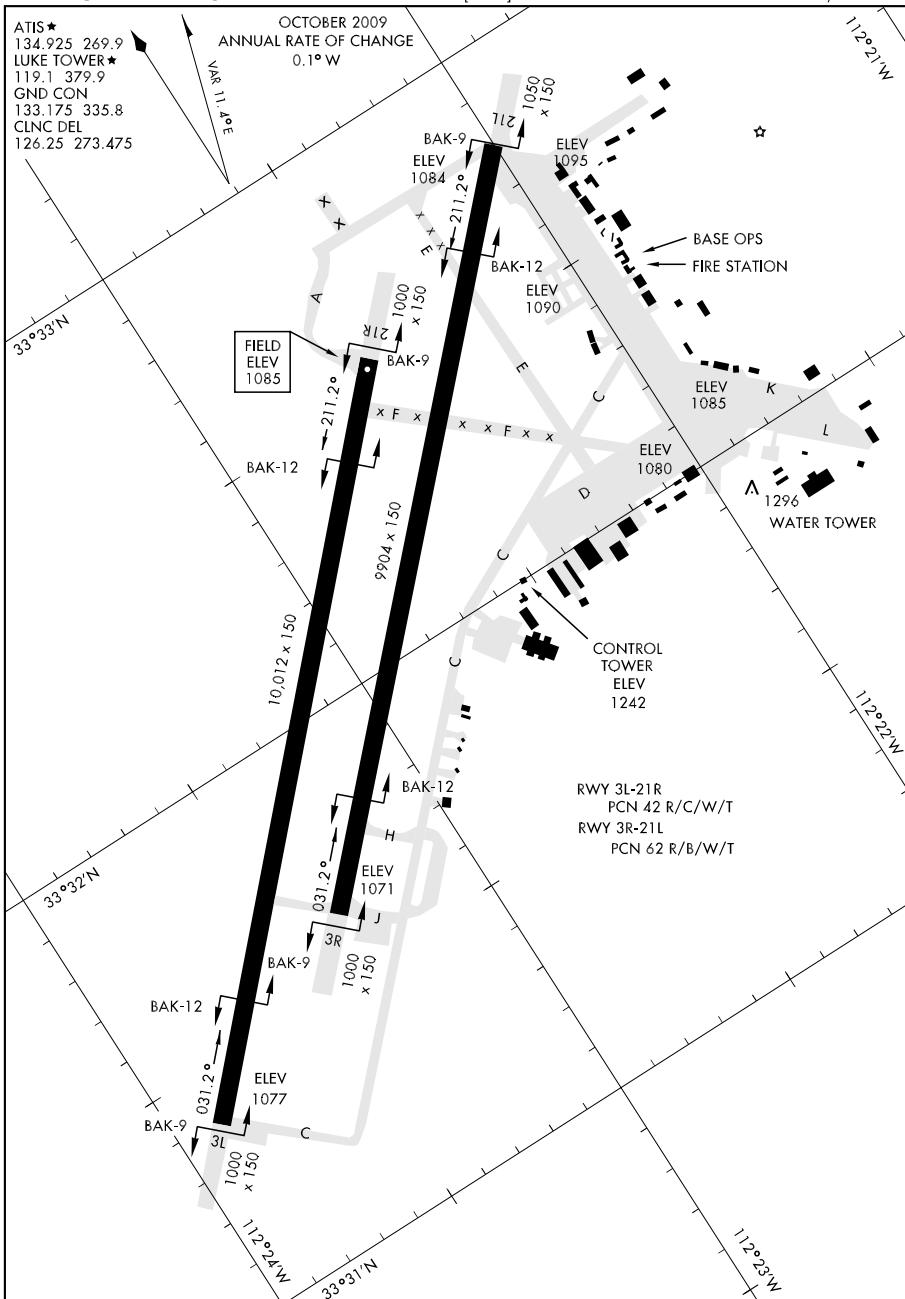
09295

AIRPORT DIAGRAM

AFD-321 [USAF]

LUKE AFB (KLUF)

GLENDALE, ARIZONA



AIRPORT DIAGRAM

GLENDALE, ARIZONA

LUKE AFB (KLUF)

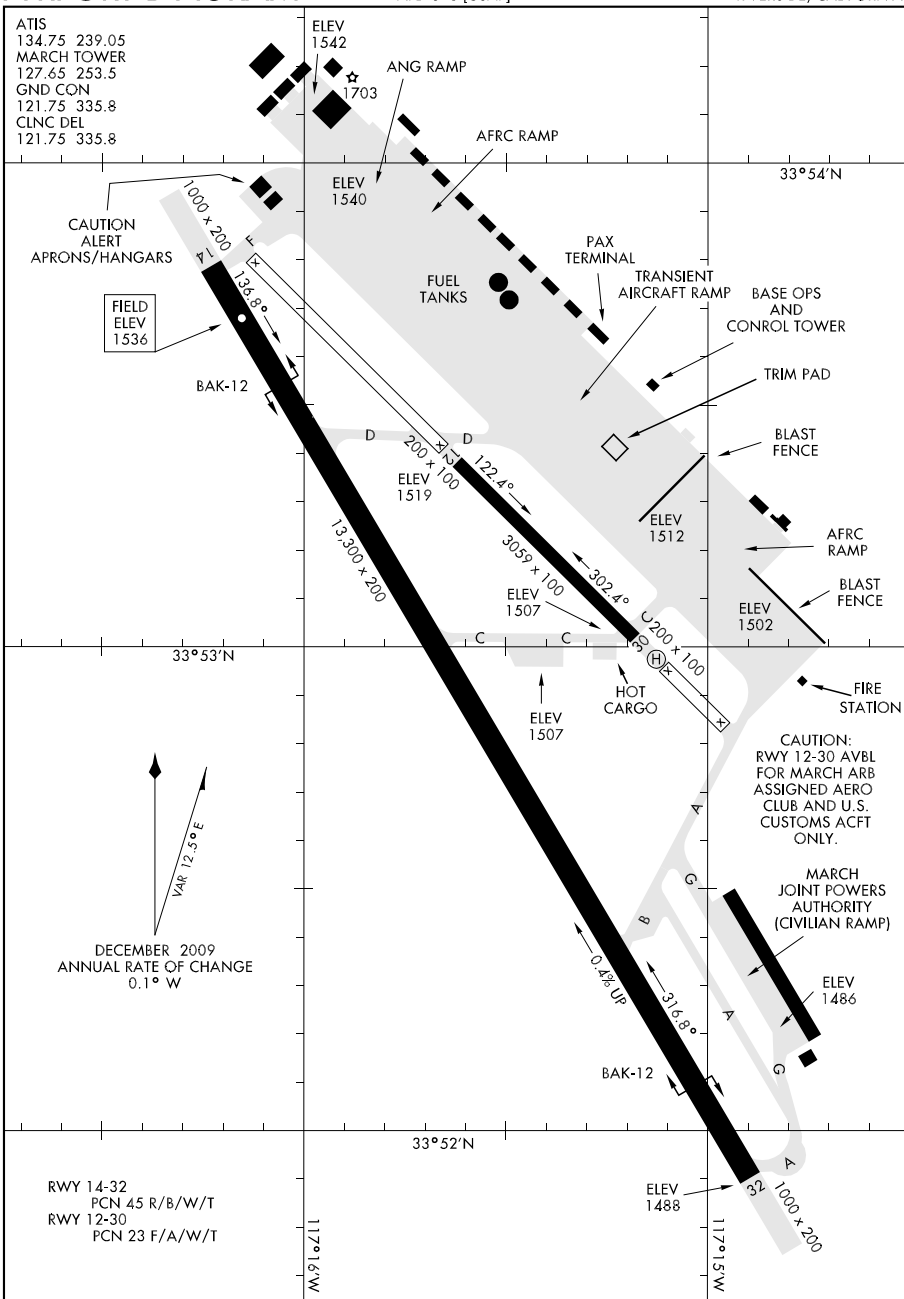
09351

AIRPORT DIAGRAM

AFD-348 [USAF]

MARCH ARB (KRIV)

RIVERSIDE, CALIFORNIA



AIRPORT DIAGRAM

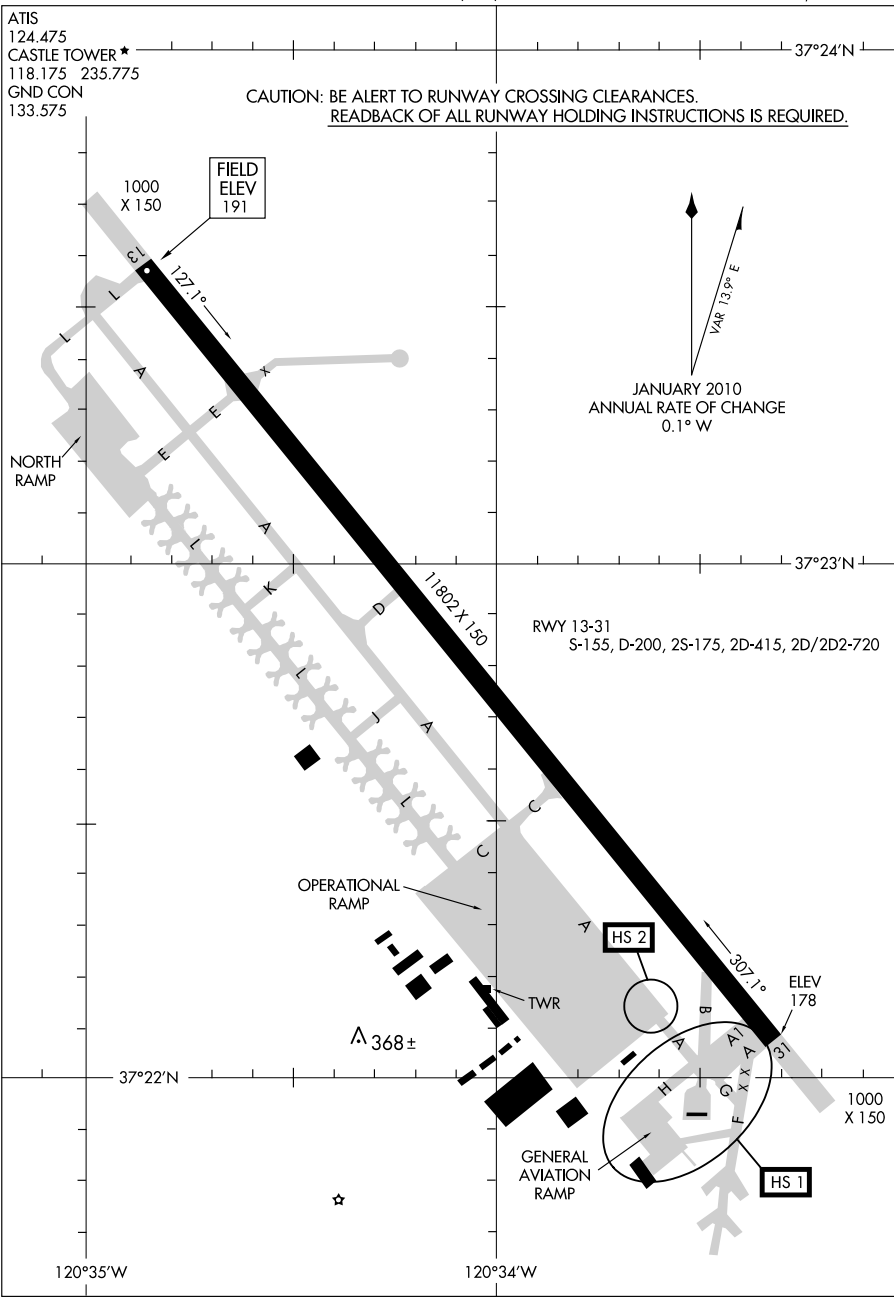
RIVERSIDE, CALIFORNIA

MARCH ARB (KRIV)

SW. 23 SEP 2010 to 18 NOV 2010

10266

AIRPORT DIAGRAM



AIRPORT DIAGRAM

10266

MERCED, CALIFORNIA
MERCED/CASTLE (MER)

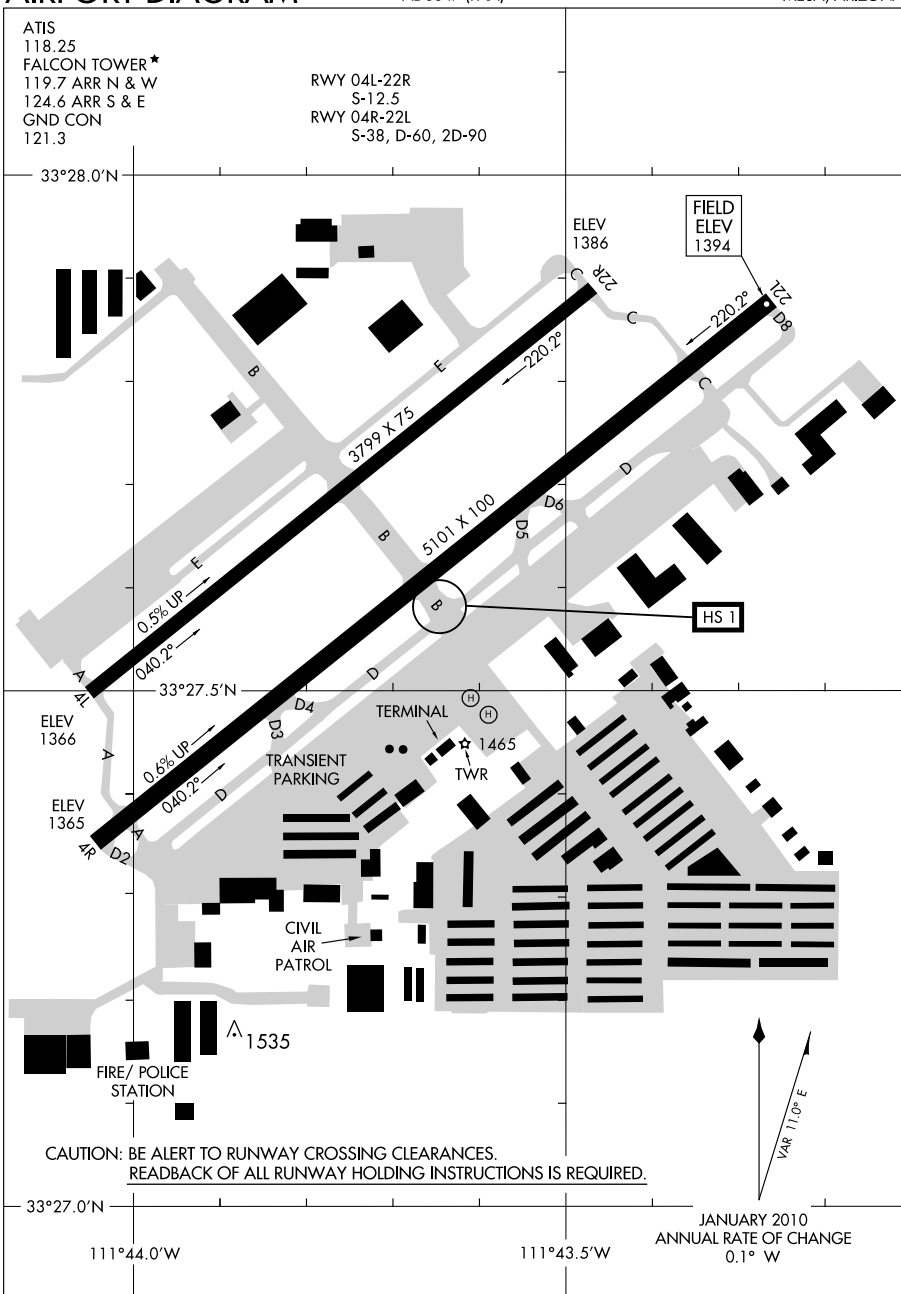
10266

AIRPORT DIAGRAM

AL-6647 (FAA)

MESA/ FALCON FIELD (FFZ)

MESA, ARIZONA



AIRPORT DIAGRAM

10266

MESA, ARIZONA

MESA/ FALCON FIELD (FFZ)

SW. 23 SEP 2010 to 18 NOV 2010

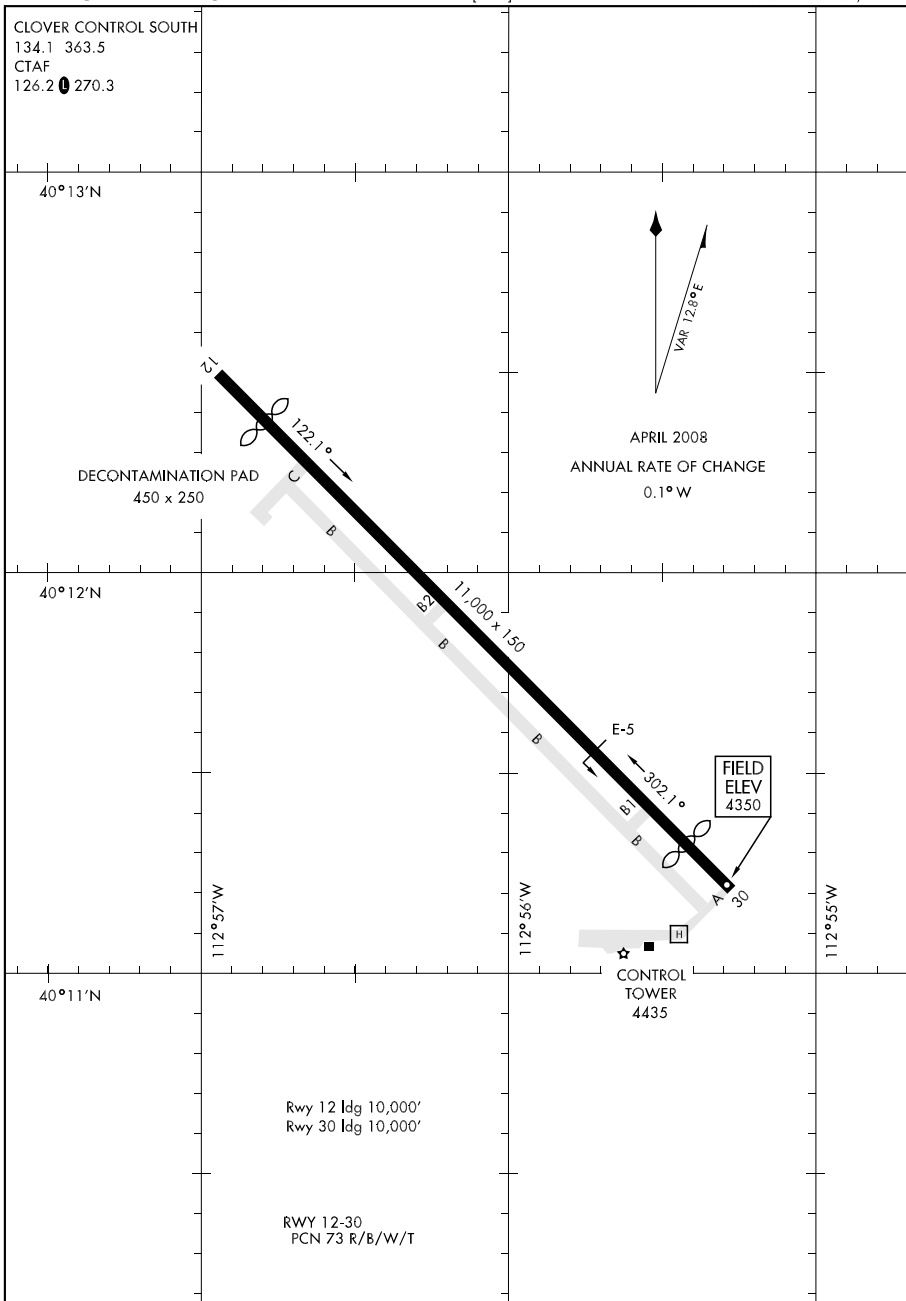
08101

AIRPORT DIAGRAM

AFD-5071 [USA]

MICHAEL AAF (KDPG)

DUGWAY PROVING GROUND, UTAH



AIRPORT DIAGRAM

DUGWAY PROVING GROUND, UTAH

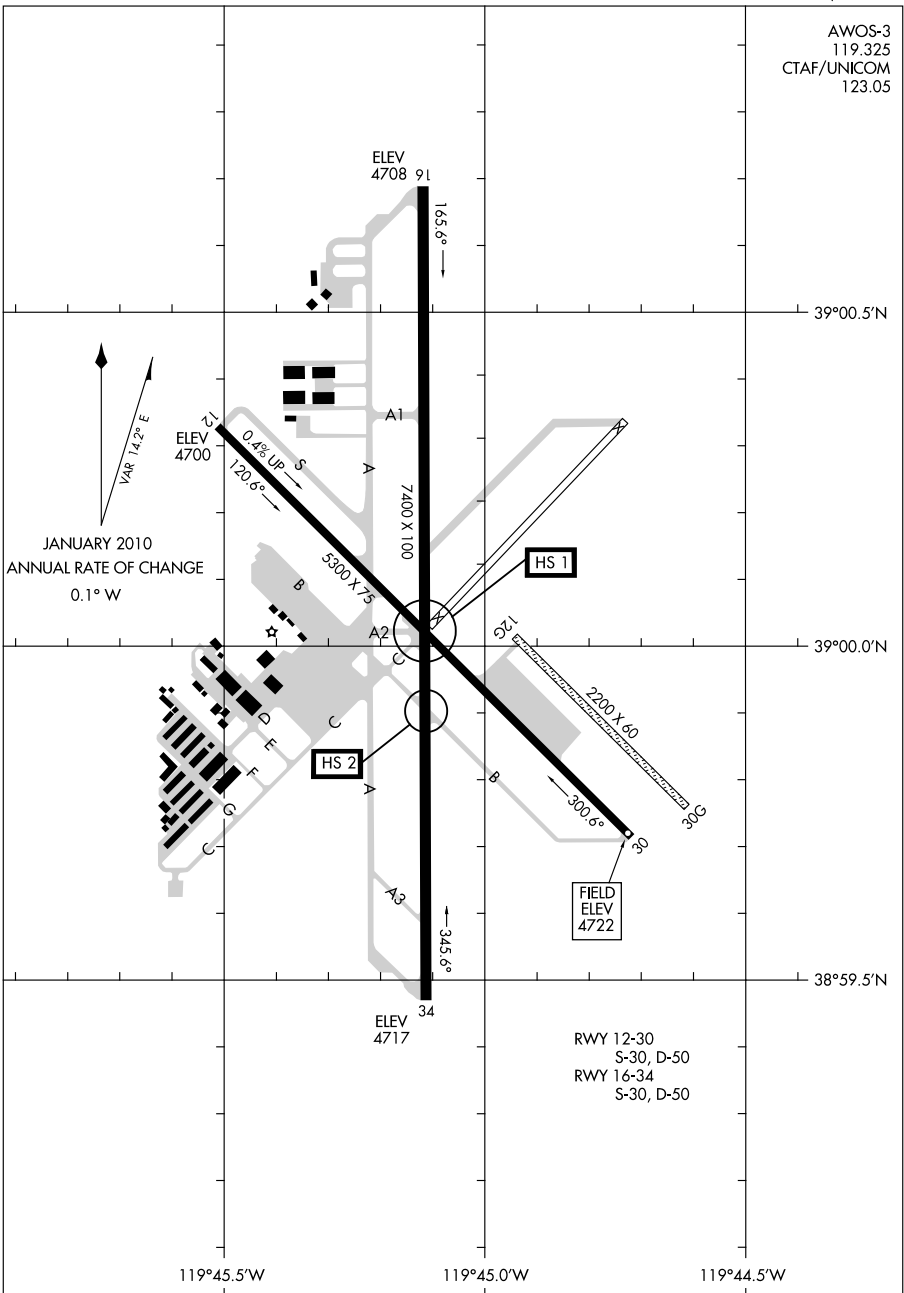
MICHAEL AAF (KDPG)

10266

AIRPORT DIAGRAM

AL-9430 (FAA)

MINDEN/ MINDEN-TAHOE (MEV)
MINDEN, NEVADA



AIRPORT DIAGRAM

10266

MINDEN, NEVADA
MINDEN/ MINDEN-TAHOE (MEV)

SW. 23 SEP 2010 to 18 NOV 2010

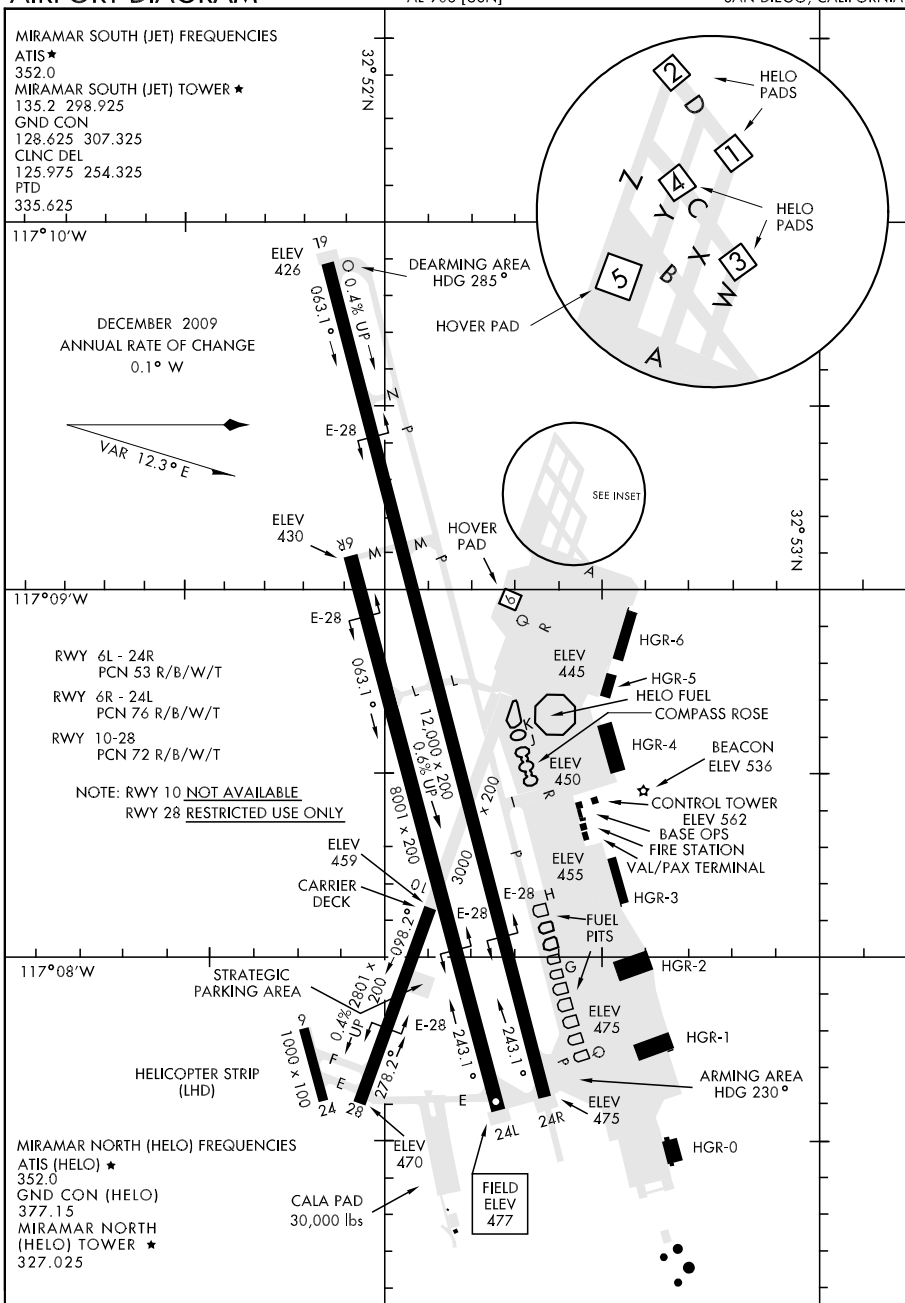
09351

MIRAMAR MCAS (MITSCHER FLD) (KNKX)

AIRPORT DIAGRAM

AL-903 [USN]

SAN DIEGO, CALIFORNIA



AIRPORT DIAGRAM

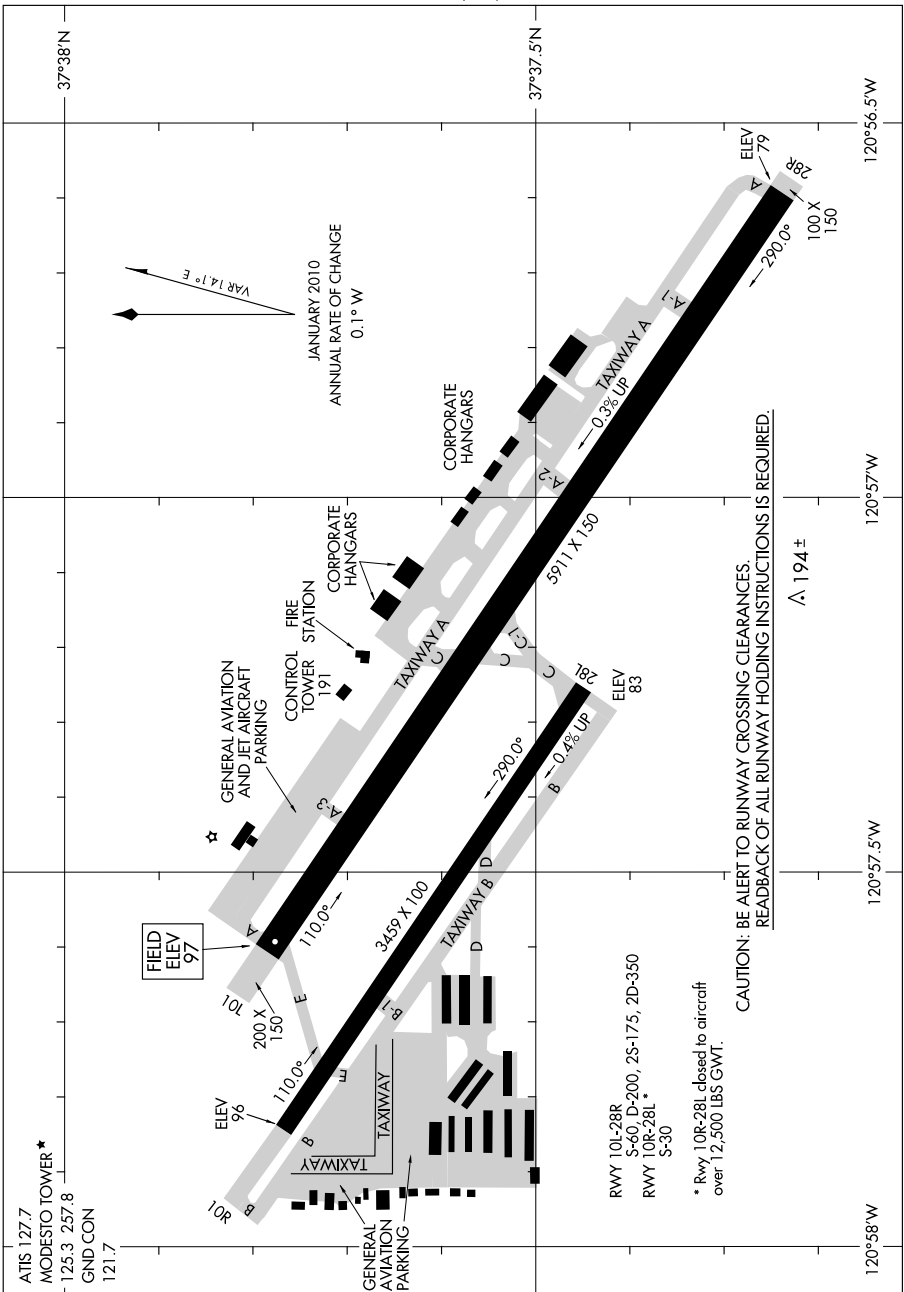
SAN DIEGO, CALIFORNIA

MIRAMAR MCAS (MITSCHER FLD) (KNKX)

SW. 23 SEP 2010 to 18 NOV 2010

10210
AIRPORT DIAGRAM

MODESTO CITY-COUNTY-HARRY SHAM FIELD (MOD)
AL-643 (FAA)
MODESTO, CALIFORNIA



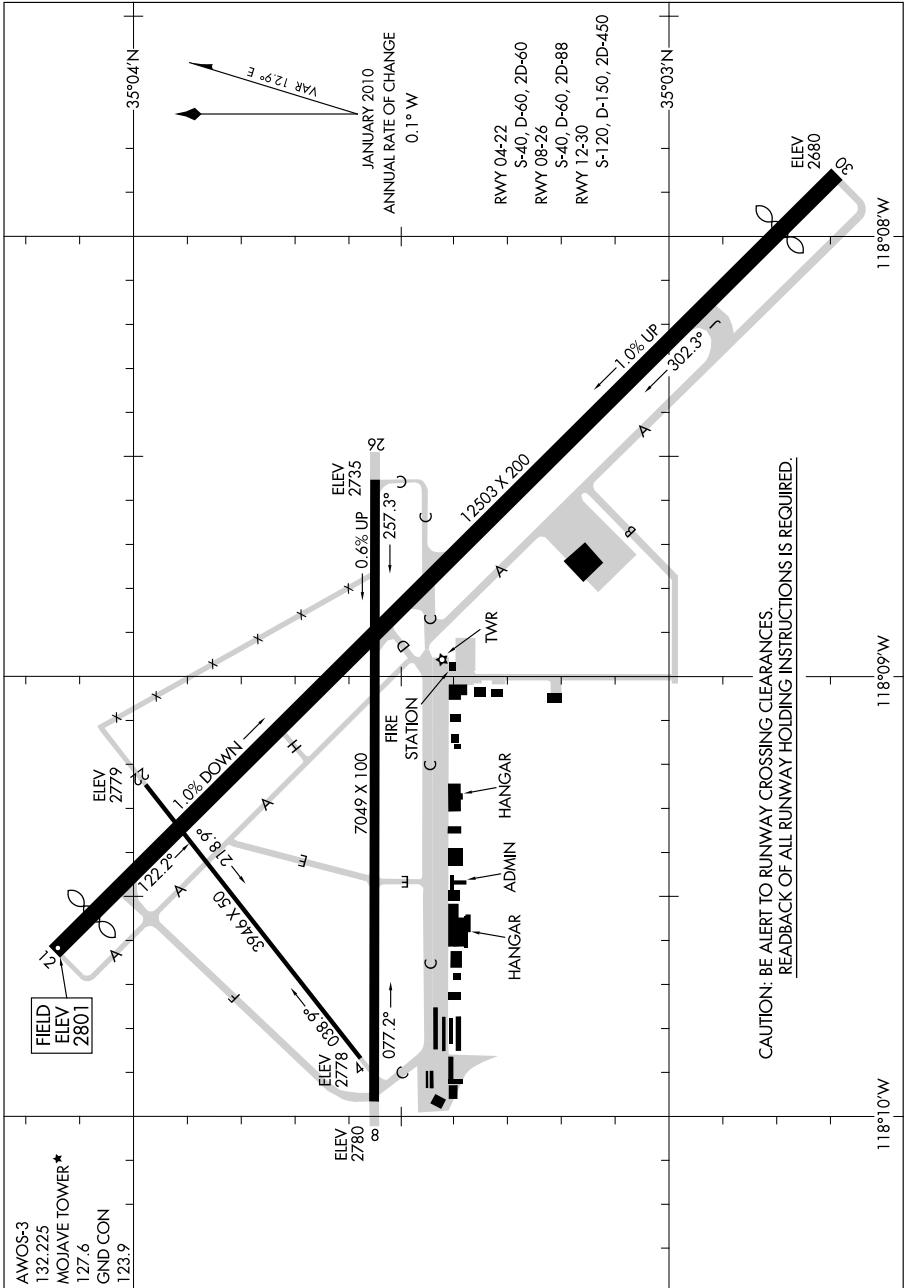
AIRPORT DIAGRAM

MODESTO, CALIFORNIA
MODESTO CITY-COUNTY-HARRY SHAM FIELD (MOD)

AIRPORT DIAGRAM

AL-9353 (FAA)

MOJAVE (MHV)
MOJAVE, CALIFORNIA



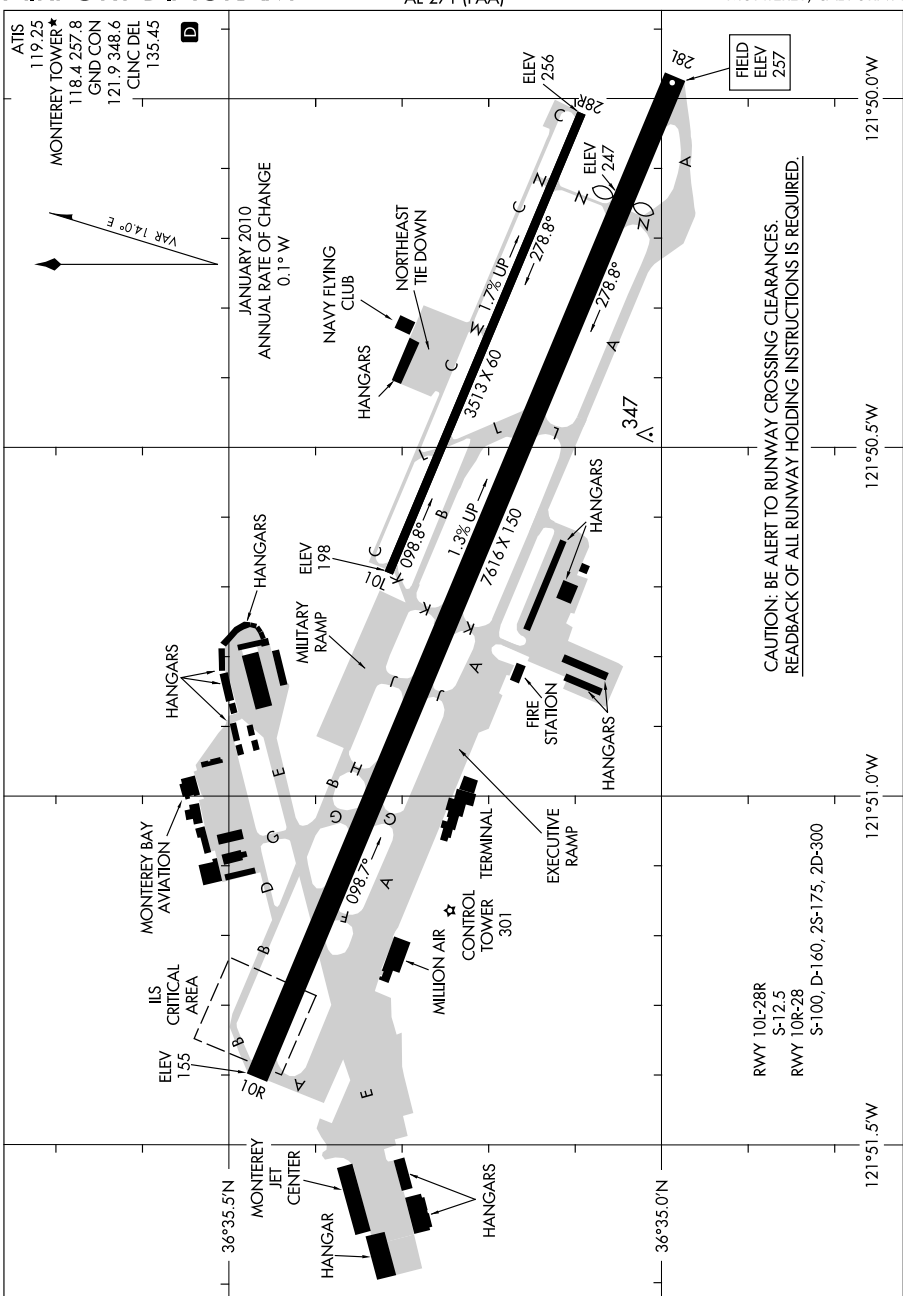
AIRPORT DIAGRAM

MOJAVE, CALIFORNIA
MOJAVE (MHV)

AIRPORT DIAGRAM

AL-271 (FAA)

MONTEREY PENINSULA (MR Y)
MONTEREY, CALIFORNIA

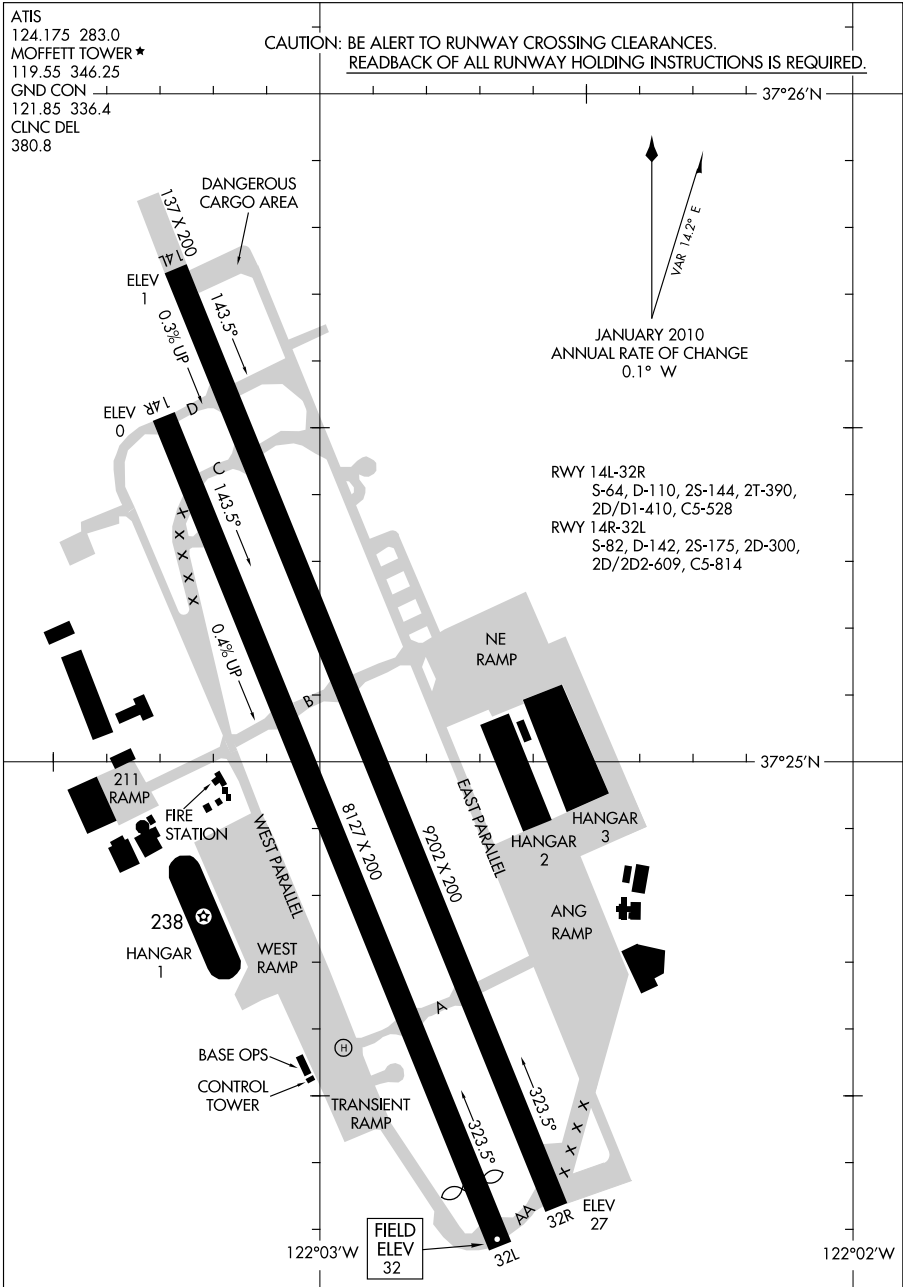


AIRPORT DIAGRAM

MONTEREY, CALIFORNIA
MONTEREY PENINSULA (MR Y)

10210

AIRPORT DIAGRAM

MOUNTAIN VIEW/MOFFETT FEDERAL AIRFIELD (NUQ)
AL-410 (FAA) MOUNTAIN VIEW, CALIFORNIA

AIRPORT DIAGRAM

MOUNTAIN VIEW, CALIFORNIA
MOUNTAIN VIEW/MOFFETT FEDERAL AIRFIELD (NUQ)

10210

SW. 23 SEP 2010 to 18 NOV 2010

AIRPORT DIAGRAM

NAPA COUNTY (APC)
NAPA, CALIFORNIA



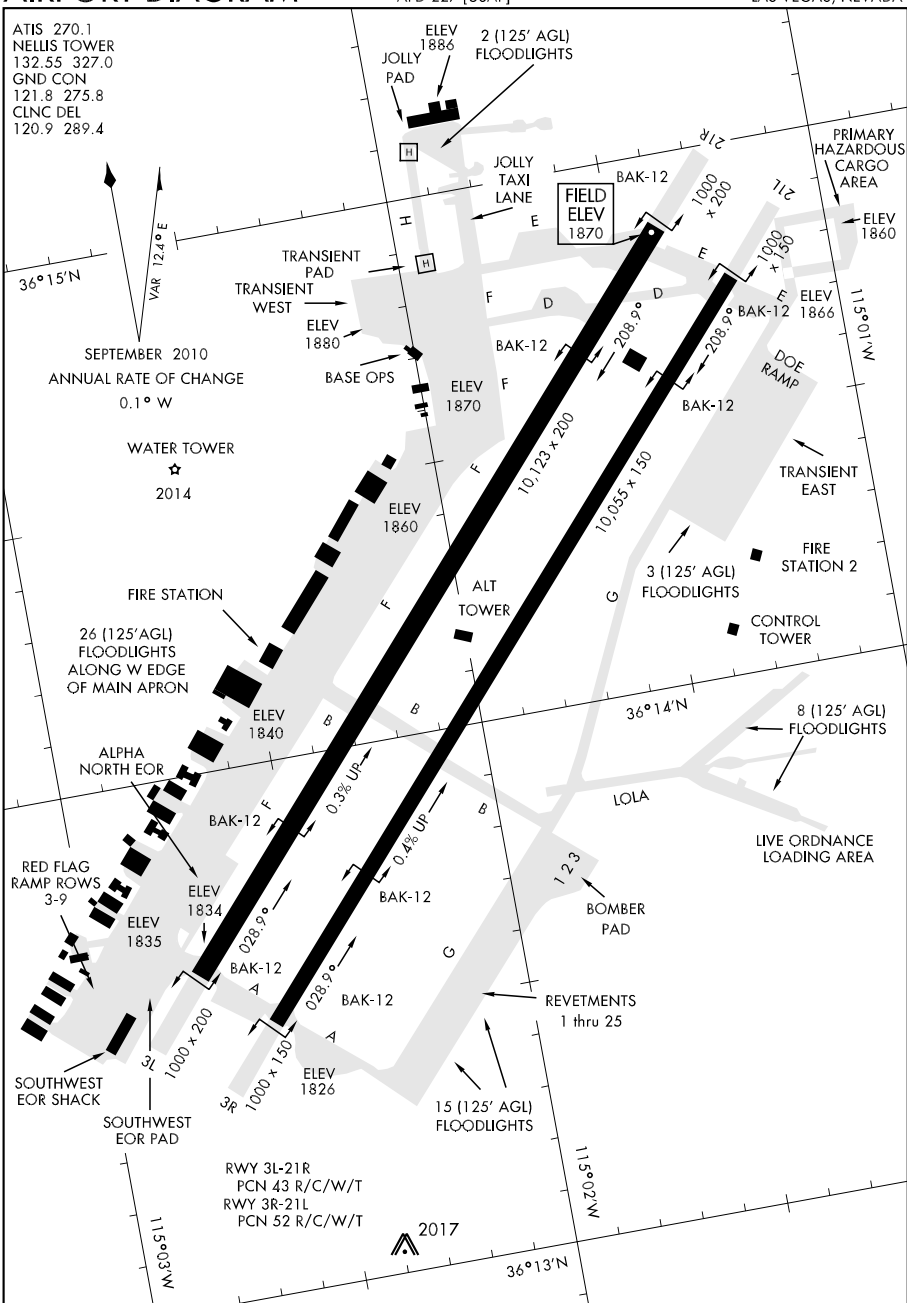
NAPA, CALIFORNIA
NAPA COUNTY (APC)

10266

SW. 23 SEP 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AFD-227 [USAF]



AIRPORT DIAGRAM

LAS VEGAS, NEVADA

NELLIS AFB (KLSV)

SW. 23 SEP 2010 to 18 NOV 2010

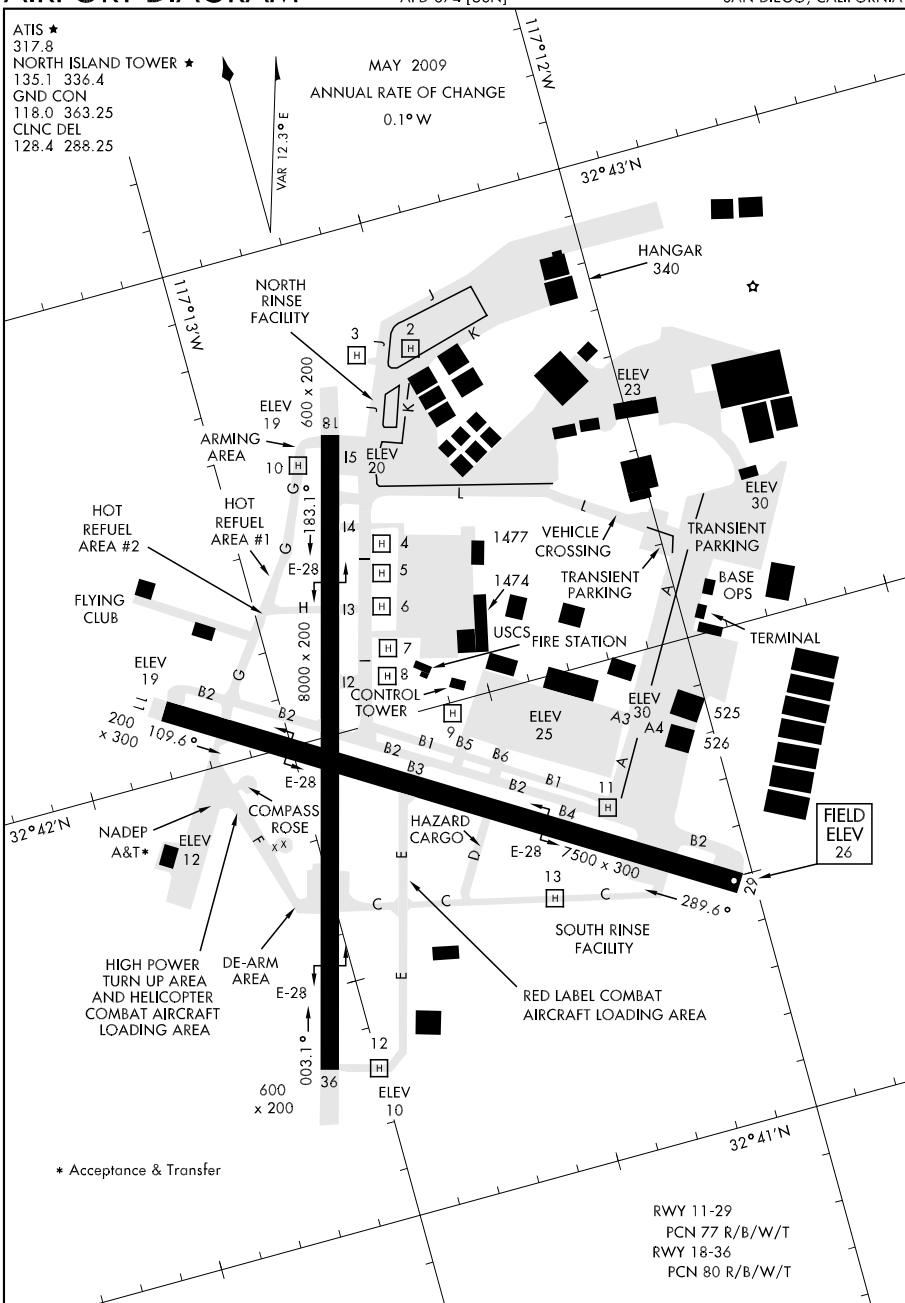
AIRPORT DIAGRAM

SAN DIEGO, CALIFORNIA

AFD-374 [USN]

ATIS ★	
317.8	
NORTH ISLAND	
135.1	336.4
GND CON	
118.0	363.25
CLNC DEL	
128.4	288.25

MAY 2009
ANNUAL RATE OF CHANGE
0.1°W



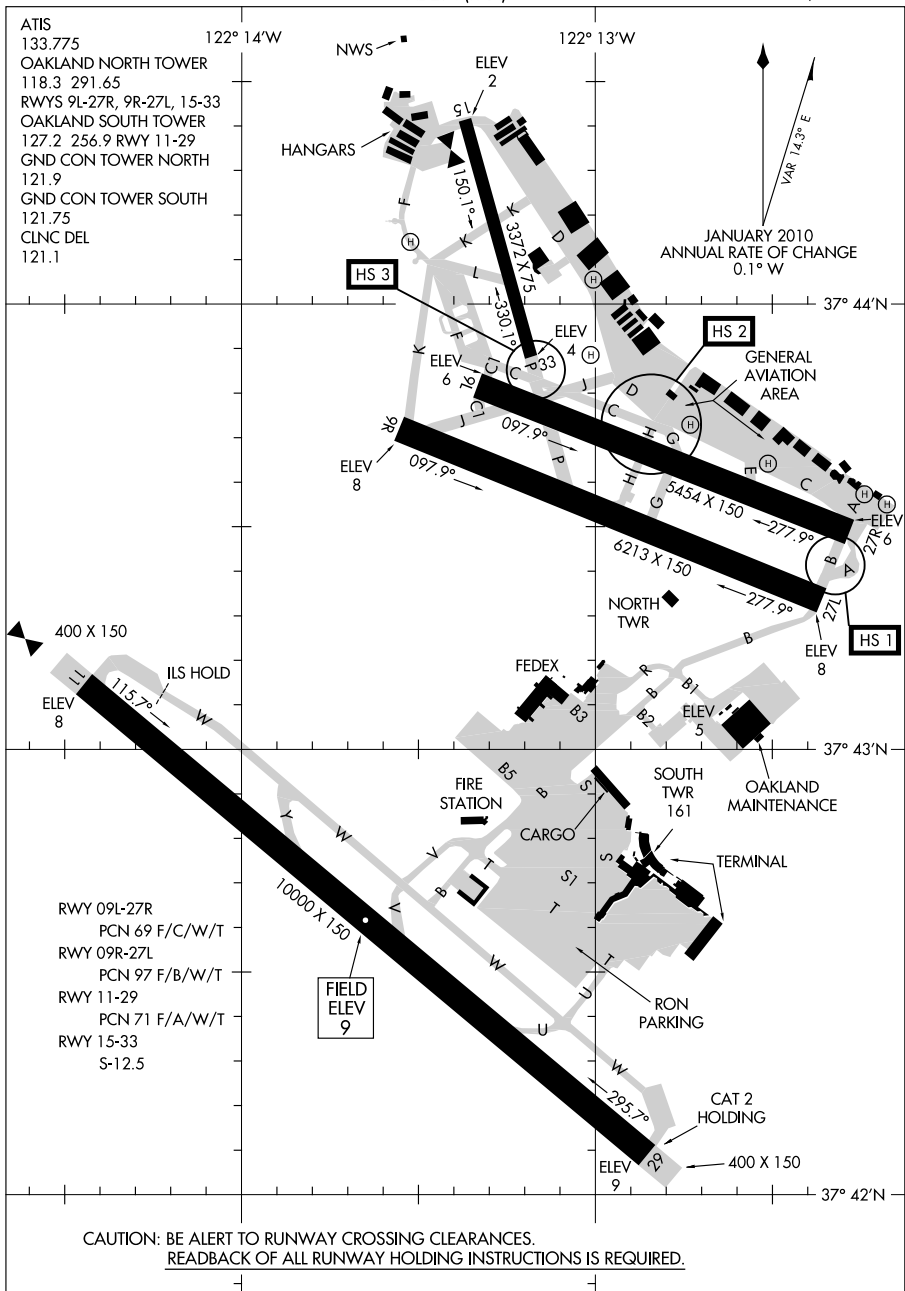
AIRPORT DIAGRAM

SAN DIEGO, CALIFORNIA
NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

SW. 23 SEP 2010 to 18 NOV 2010

AIRPORT DIAGRAM

OAKLAND/METROPOLITAN OAKLAND INTL (OAK)
AL-294 (FAA) OAKLAND, CALIFORNIA



AIRPORT DIAGRAM

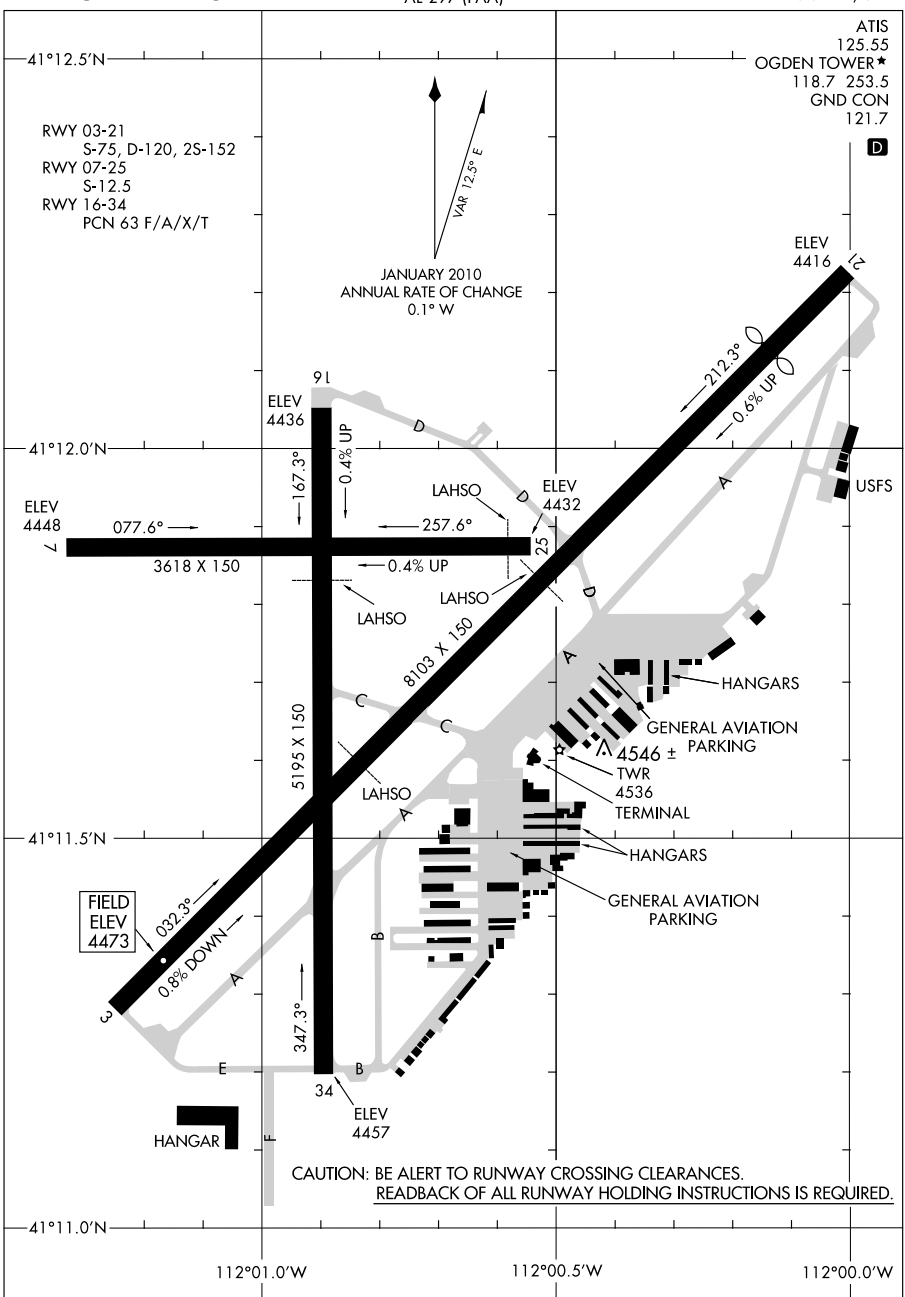
OAKLAND, CALIFORNIA
OAKLAND/METROPOLITAN OAKLAND INTL (OAK)

10210

AIRPORT DIAGRAM

AL-297 (FAA)

OGDEN-HINCKLEY (OGD)
OGDEN, UTAH



AIRPORT DIAGRAM

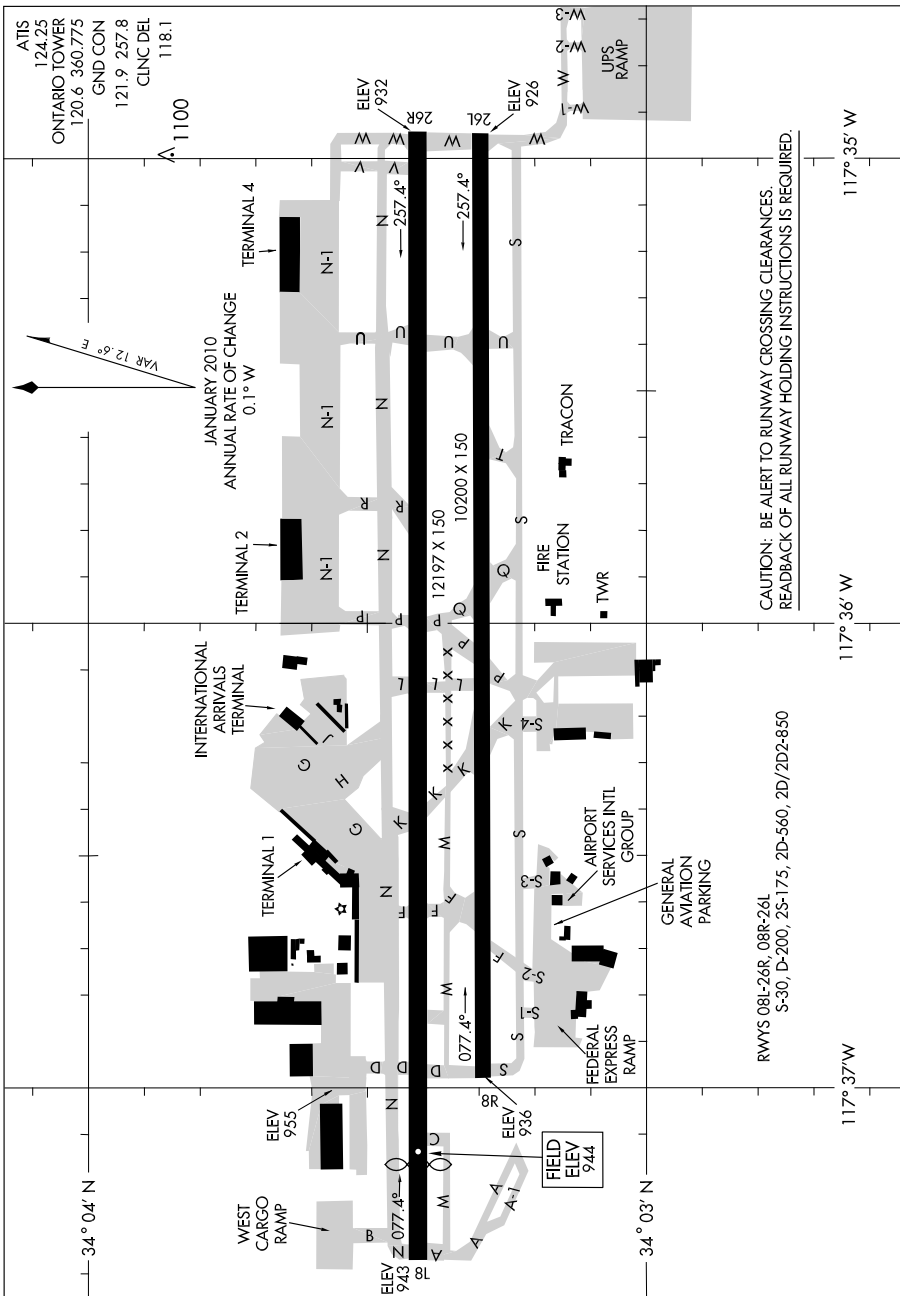
10210

OGDEN, UTAH
OGDEN-HINCKLEY (OGD)

10210
AIRPORT DIAGRAM

AL-965 (FAA)

ONTARIO INTL (ONT)
ONTARIO, CALIFORNIA



AIRPORT DIAGRAM
10210

ONTARIO, CALIFORNIA
ONTARIO INTL (ONT)

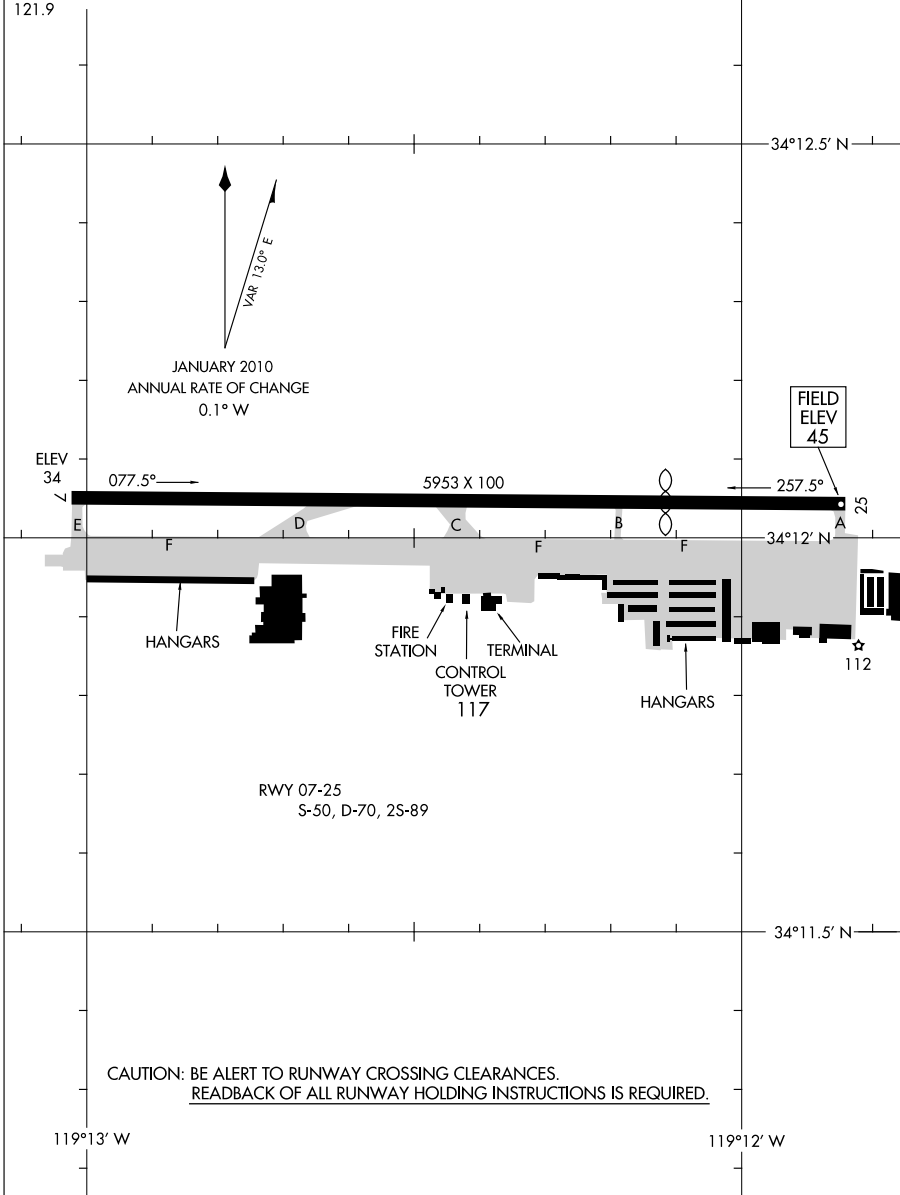
10210

AIRPORT DIAGRAM

AL-674 (FAA)

OXNARD (OXR)
OXNARD, CALIFORNIA

ATIS 118.05
 OXNARD TOWER ★
 134.95 257.8
 GND CON
 121.9



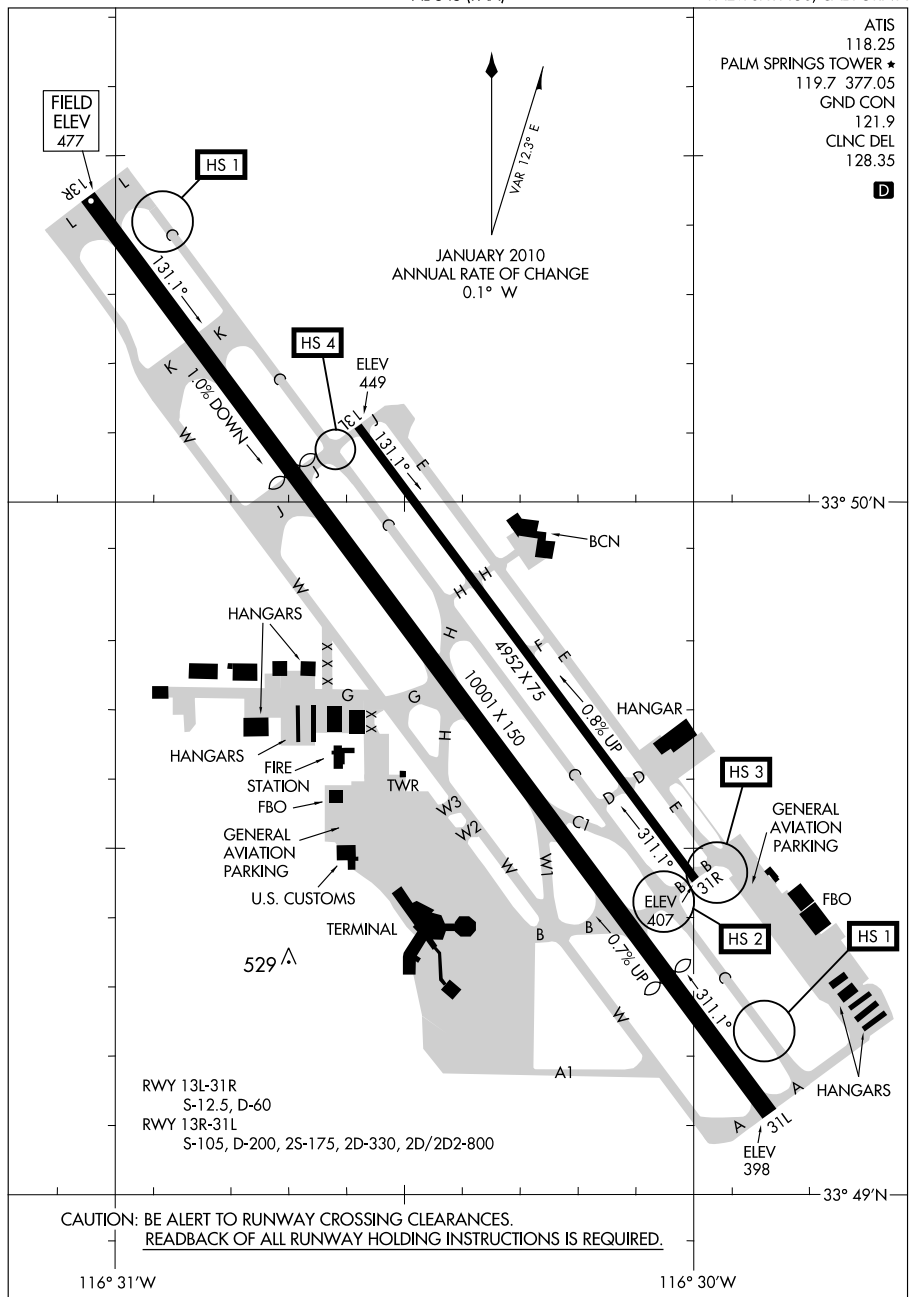
AIRPORT DIAGRAM

OXNARD, CALIFORNIA
OXNARD (OXR)

10210

AIRPORT DIAGRAM

PALM SPRINGS INTL (PSP)
PALM SPRINGS, CALIFORNIA



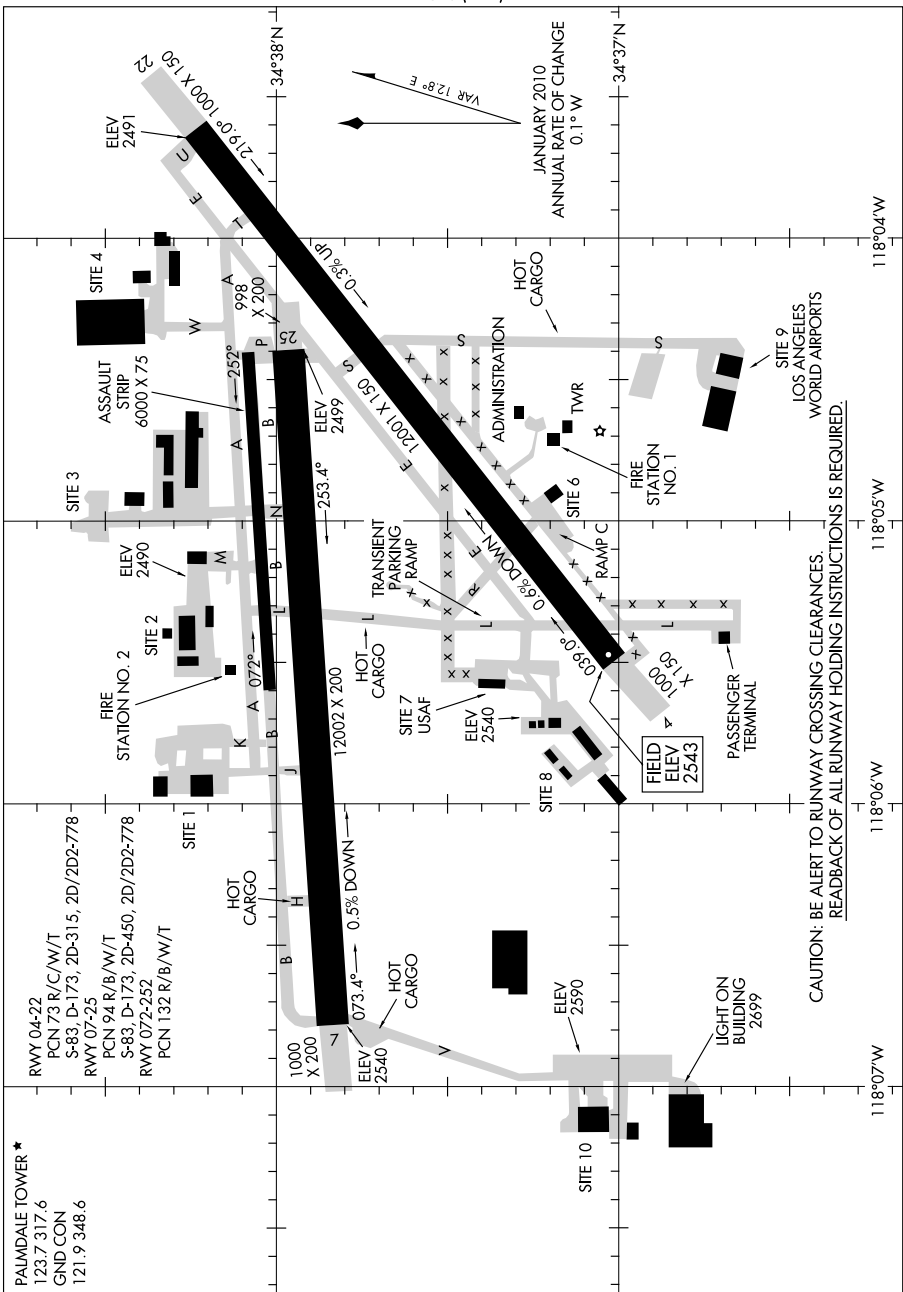
AIRPORT DIAGRAM

PALM SPRINGS, CALIFORNIA
PALM SPRINGS INTL (PSP)

10210

AIRPORT DIAGRAM

AL-310 (FAA)

PALMDALE RGNL/USAF PLANT 42 (PMD)
PALMDALE, CALIFORNIA

AIRPORT DIAGRAM

PALMDALE, CALIFORNIA
PALMDALE RGNL/USAF PLANT 42 (PMD)

10210

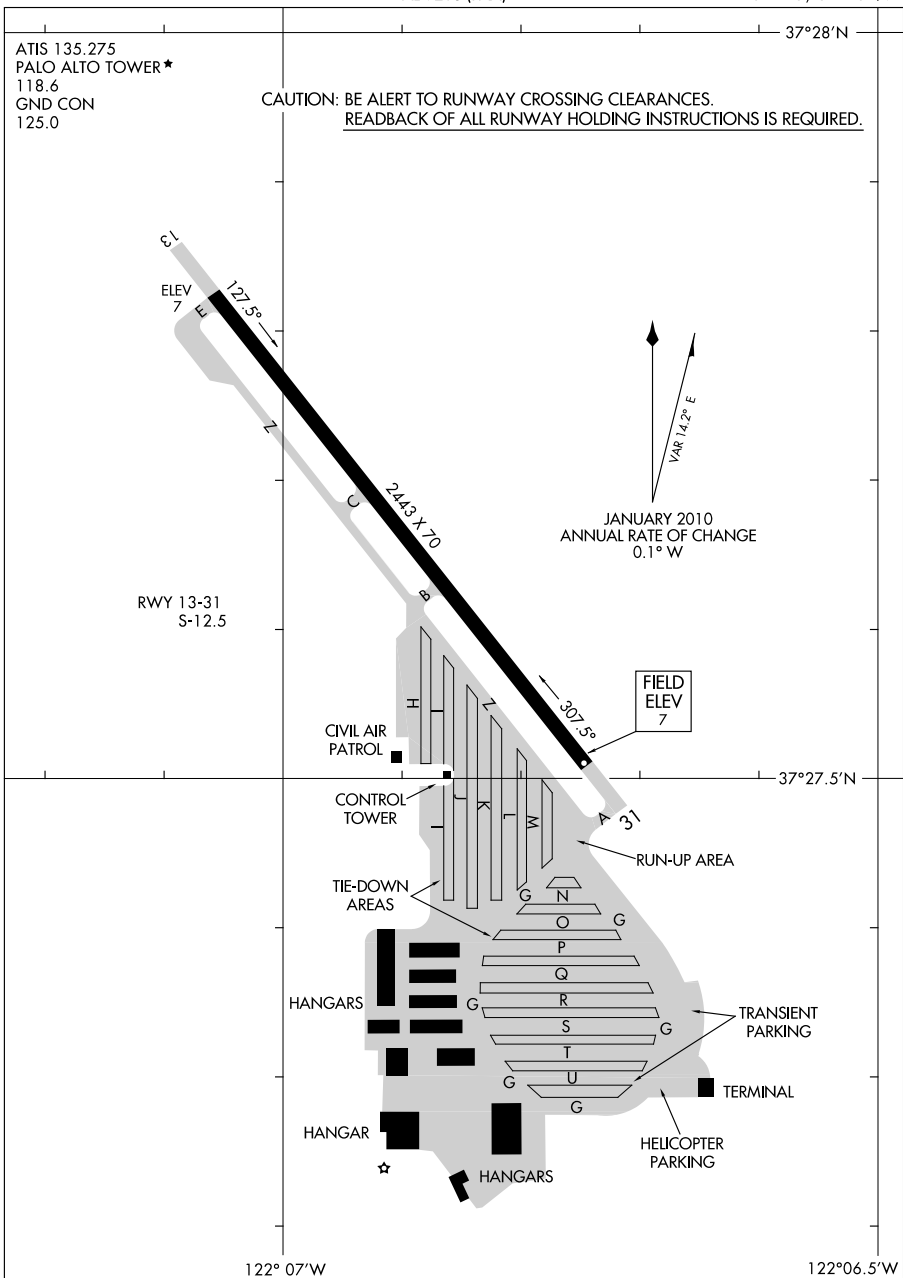
SW. 23 SEP 2010 to 18 NOV 2010

10210

AIRPORT DIAGRAM

PALO ALTO AIRPORT OF SANTA CLARA COUNTY (PAO)
AL-9216 (FAA)

PALO ALTO, CALIFORNIA



AIRPORT DIAGRAM

10210

PALO ALTO, CALIFORNIA
PALO ALTO AIRPORT OF SANTA CLARA COUNTY (PAO)

AL-322 (FAA)



SW, 23 SEP 2010 to 18 NOV 2010

AIRPORT DIAGRAM

PHOENIX-MESA GATEWAY (IWA)
PHOENIX, ARIZONA



PHOENIX, ARIZONA
PHOENIX-MESA GATEWAY (IWA)

SW. 23 SEP 2010 to 18 NOV 2010

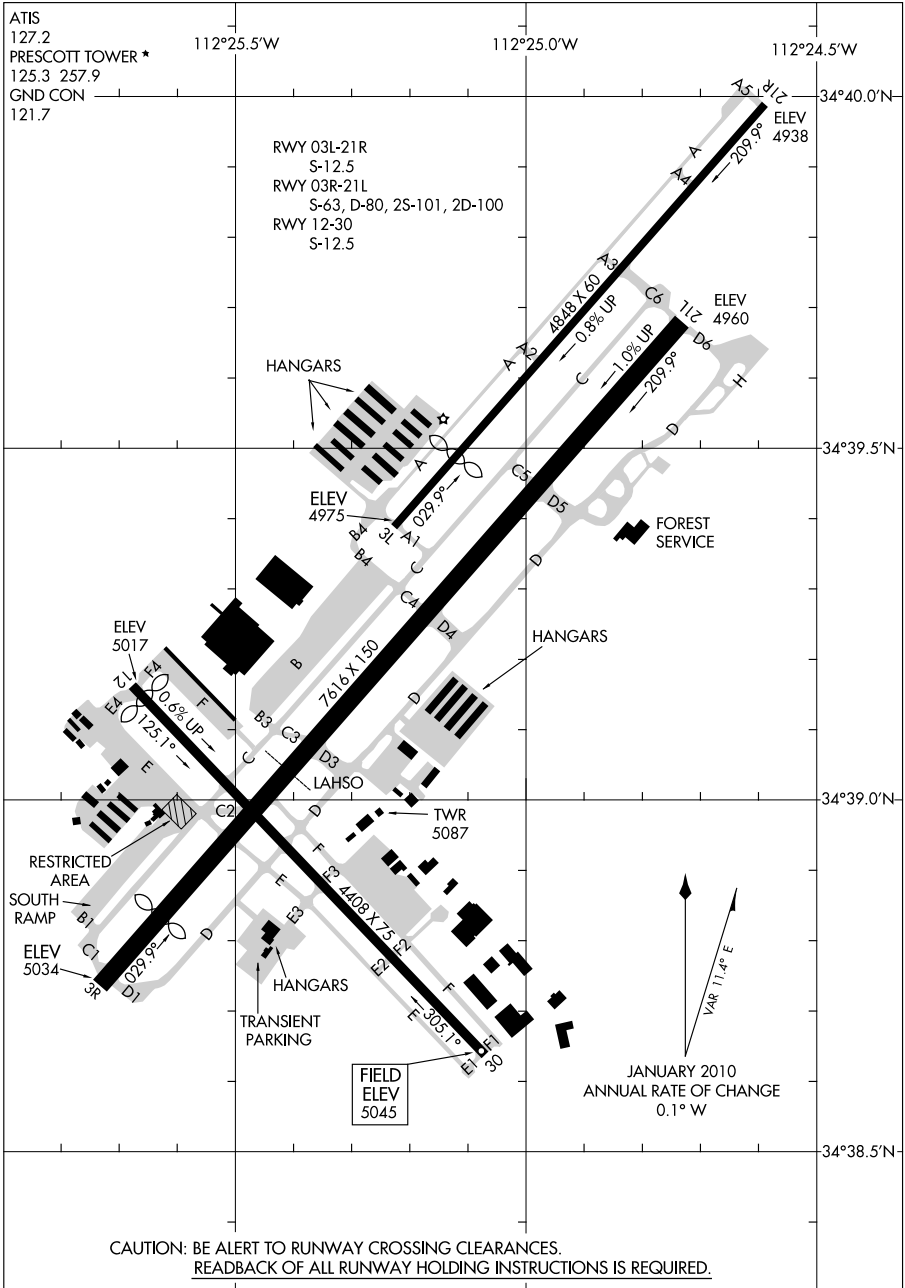
10210

AIRPORT DIAGRAM

AL-546 (FAA)

PRESCOTT/ERNEST A. LOVE FIELD (PRC)

PRESCOTT, ARIZONA



AIRPORT DIAGRAM

10210

PRESCOTT, ARIZONA

PRESCOTT/ERNEST A. LOVE FIELD (PRC)

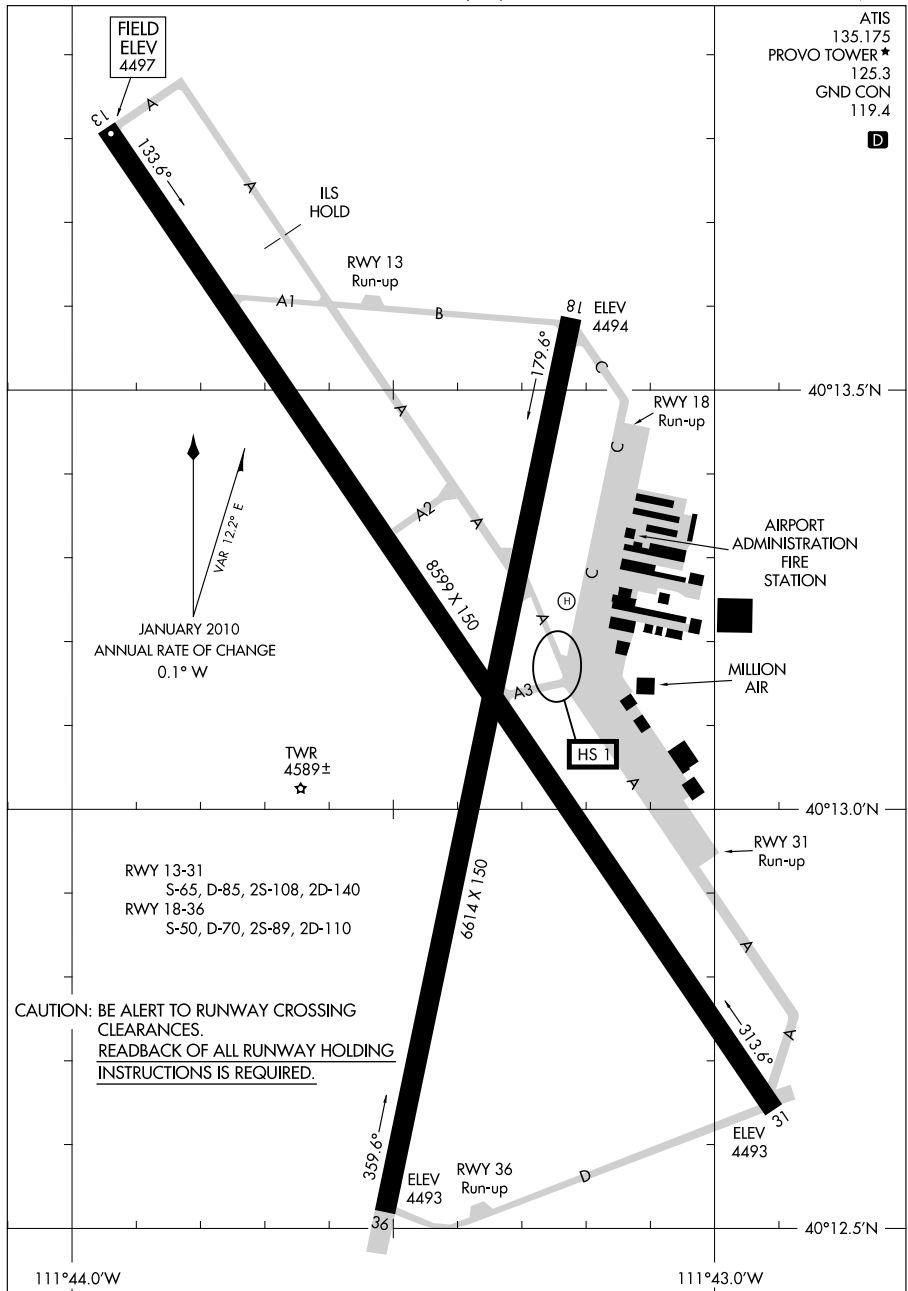
SW. 23 SEP 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-683 (FAA)

PROVO MUNI (PVU)

PROVO, UTAH



AIRPORT DIAGRAM

PROVO, UTAH

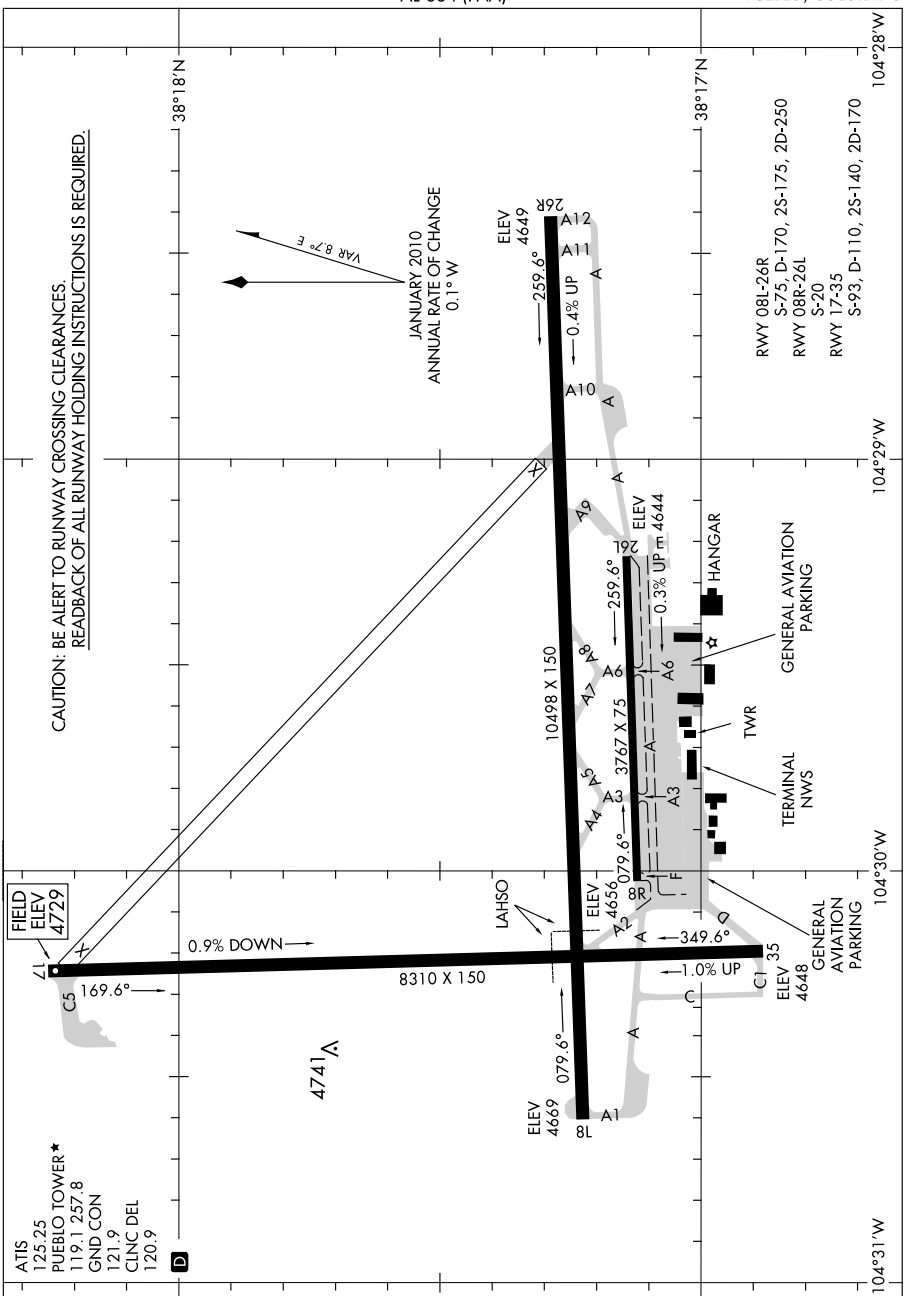
PROVO MUNI (PVU)

10210

AIRPORT DIAGRAM

AL-334 (FAA)

PUEBLO MEMORIAL (PUB)
PUEBLO, COLORADO



AIRPORT DIAGRAM

10210

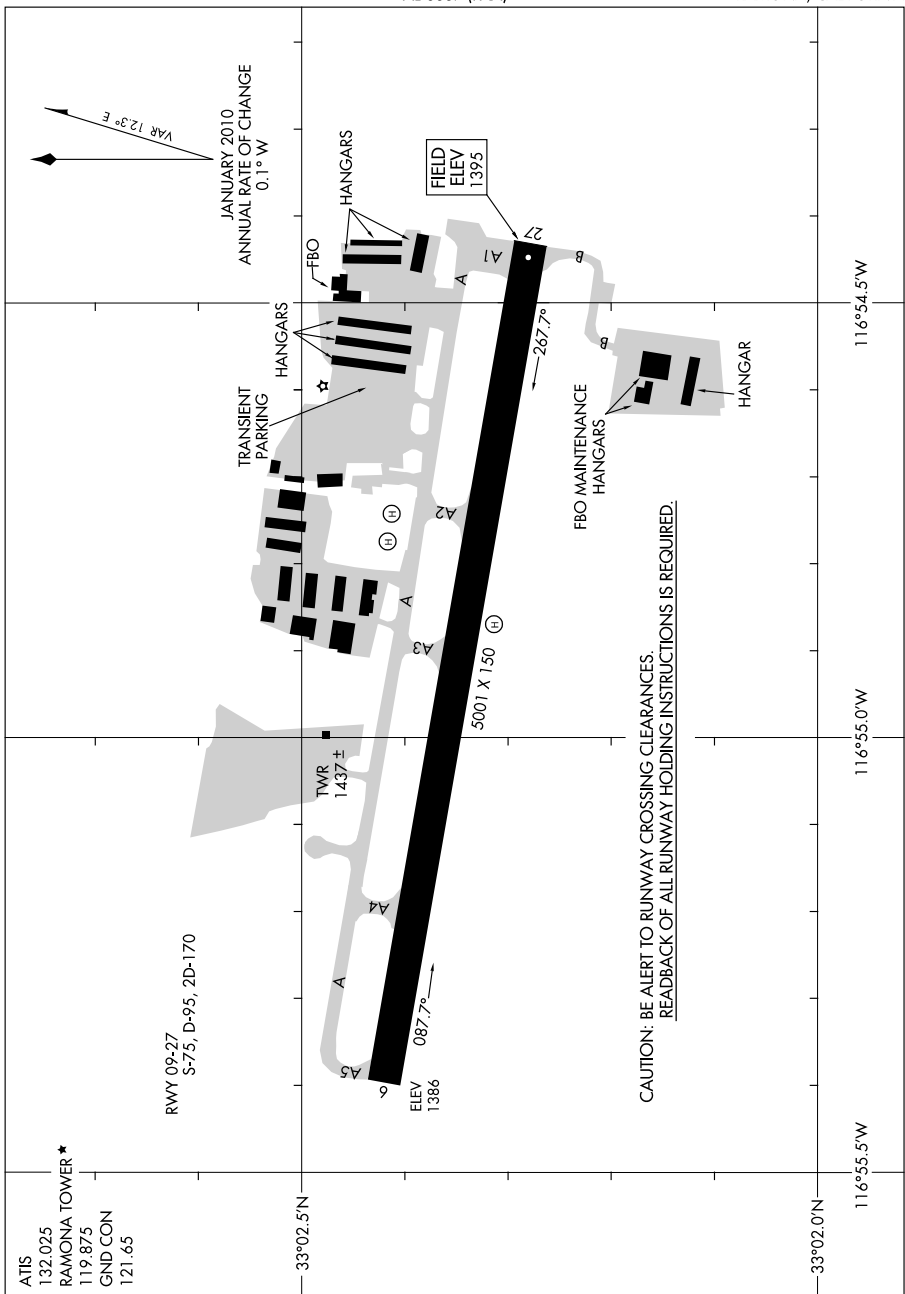
PUEBLO, COLORADO
PUEBLO MEMORIAL (PUB)

10210

AIRPORT DIAGRAM

AL-6667 (FAA)

RAMONA (RNM)
RAMONA, CALIFORNIA



AIRPORT DIAGRAM

10210

RAMONA, CALIFORNIA
RAMONA (RNM)

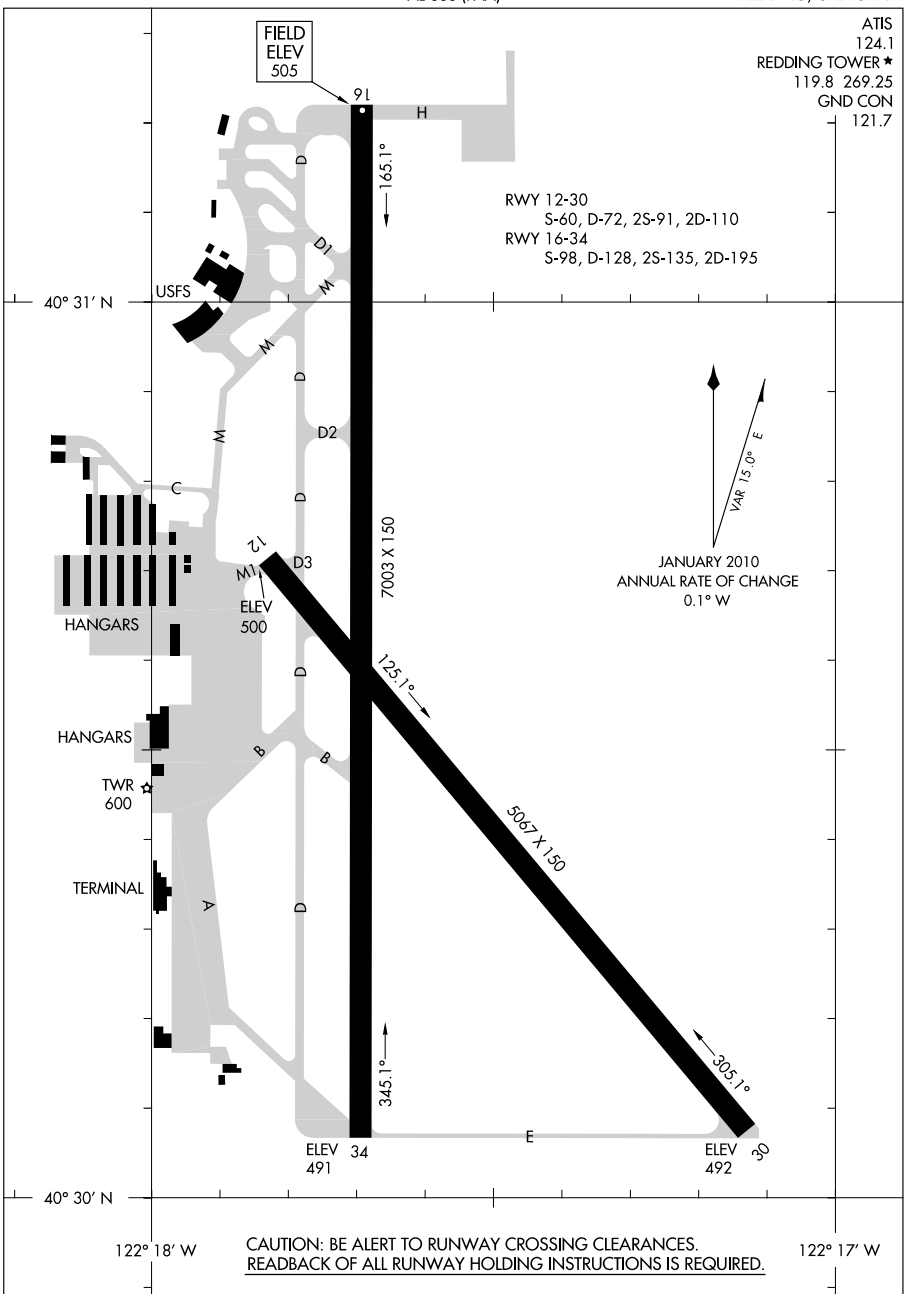
10210

AIRPORT DIAGRAM

AL-688 (FAA)

REDDING MUNI (RDD)

REDDING, CALIFORNIA



AIRPORT DIAGRAM

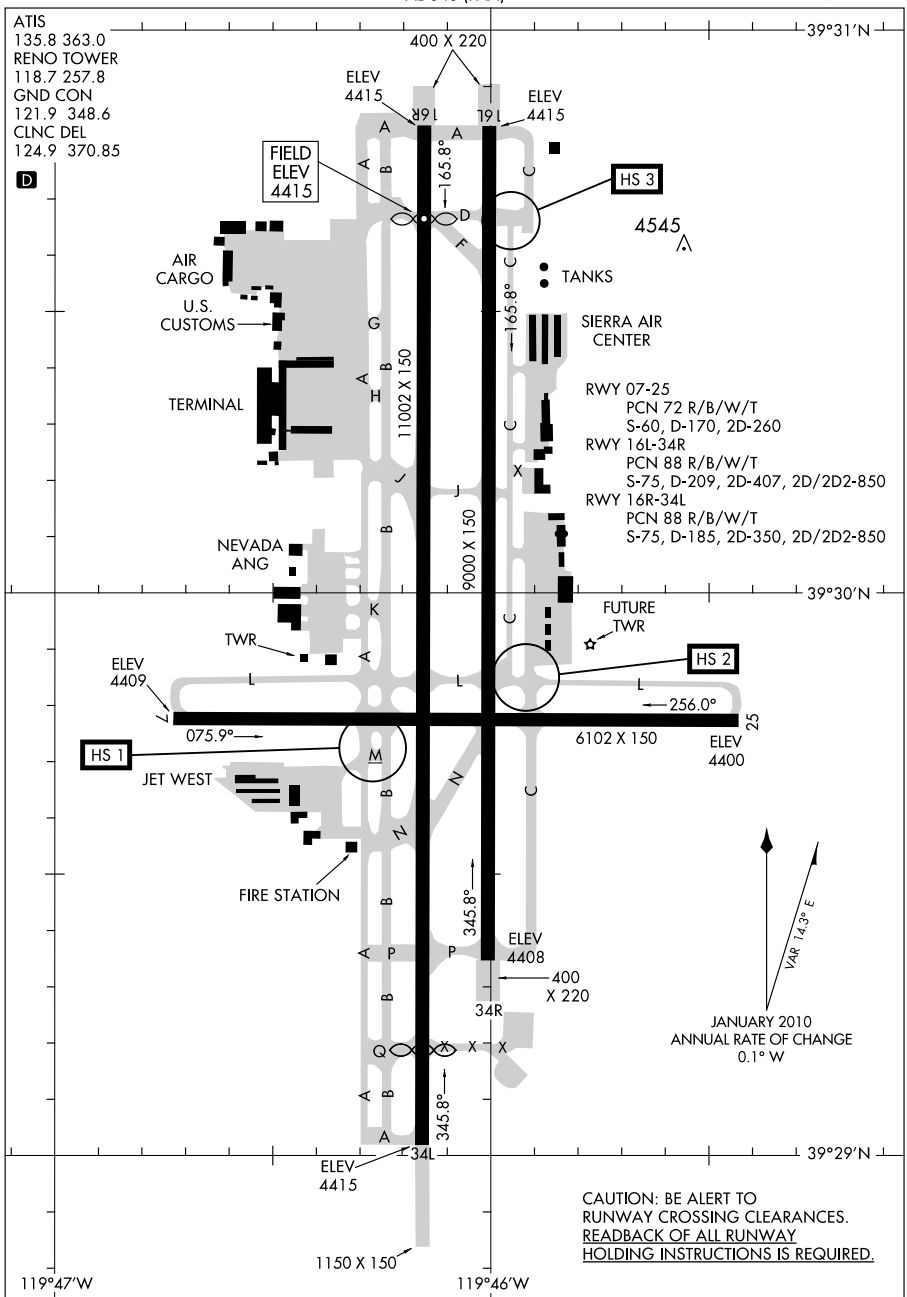
10210

REDDING, CALIFORNIA

REDDING MUNI (RDD)

AIRPORT DIAGRAM

RENO/TAHOE INTL (RNO)
RENO, NEVADA



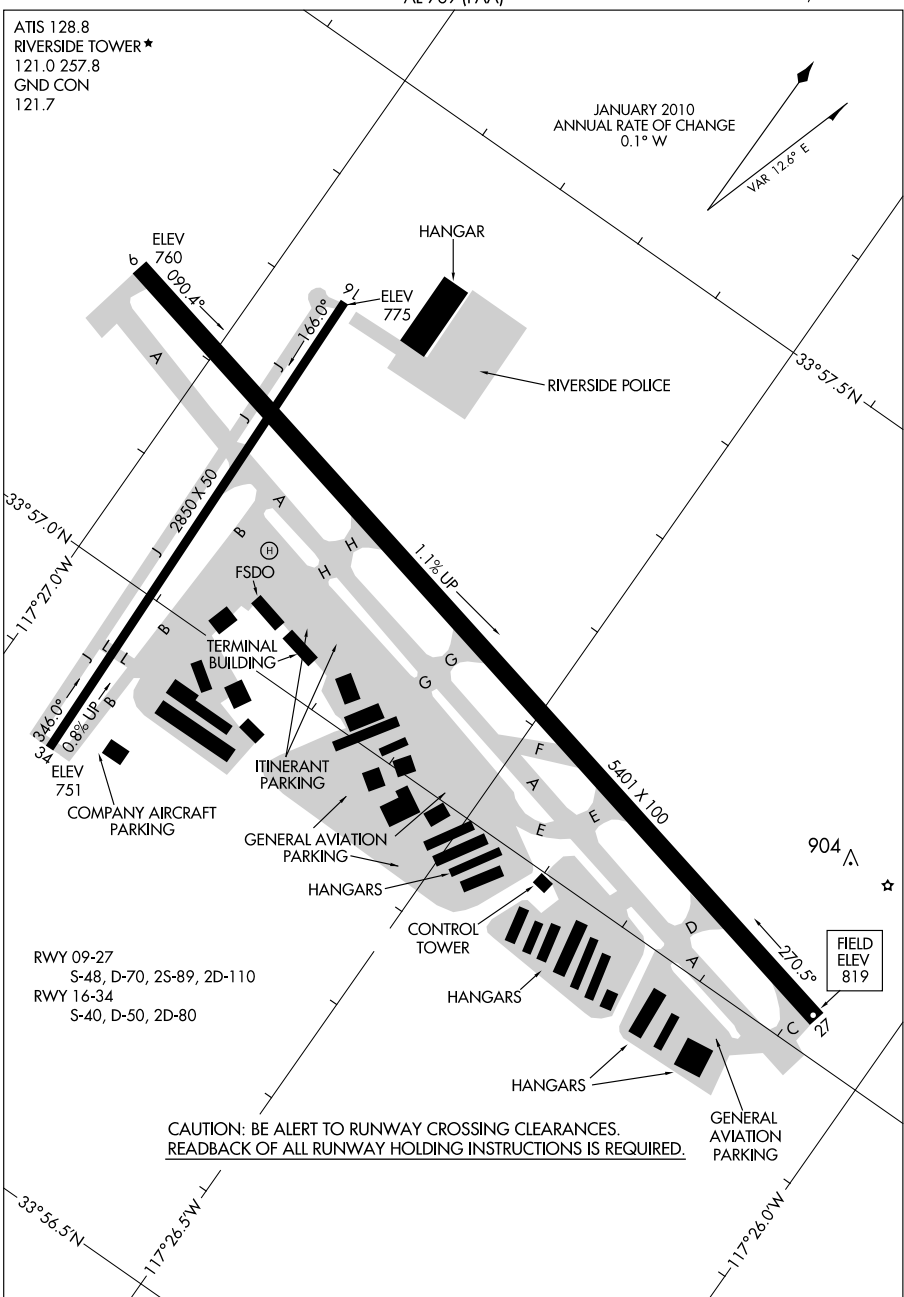
AIRPORT DIAGRAM

RENO, NEVADA
RENO/TAHOE INTL (RNO)

10210

AIRPORT DIAGRAM

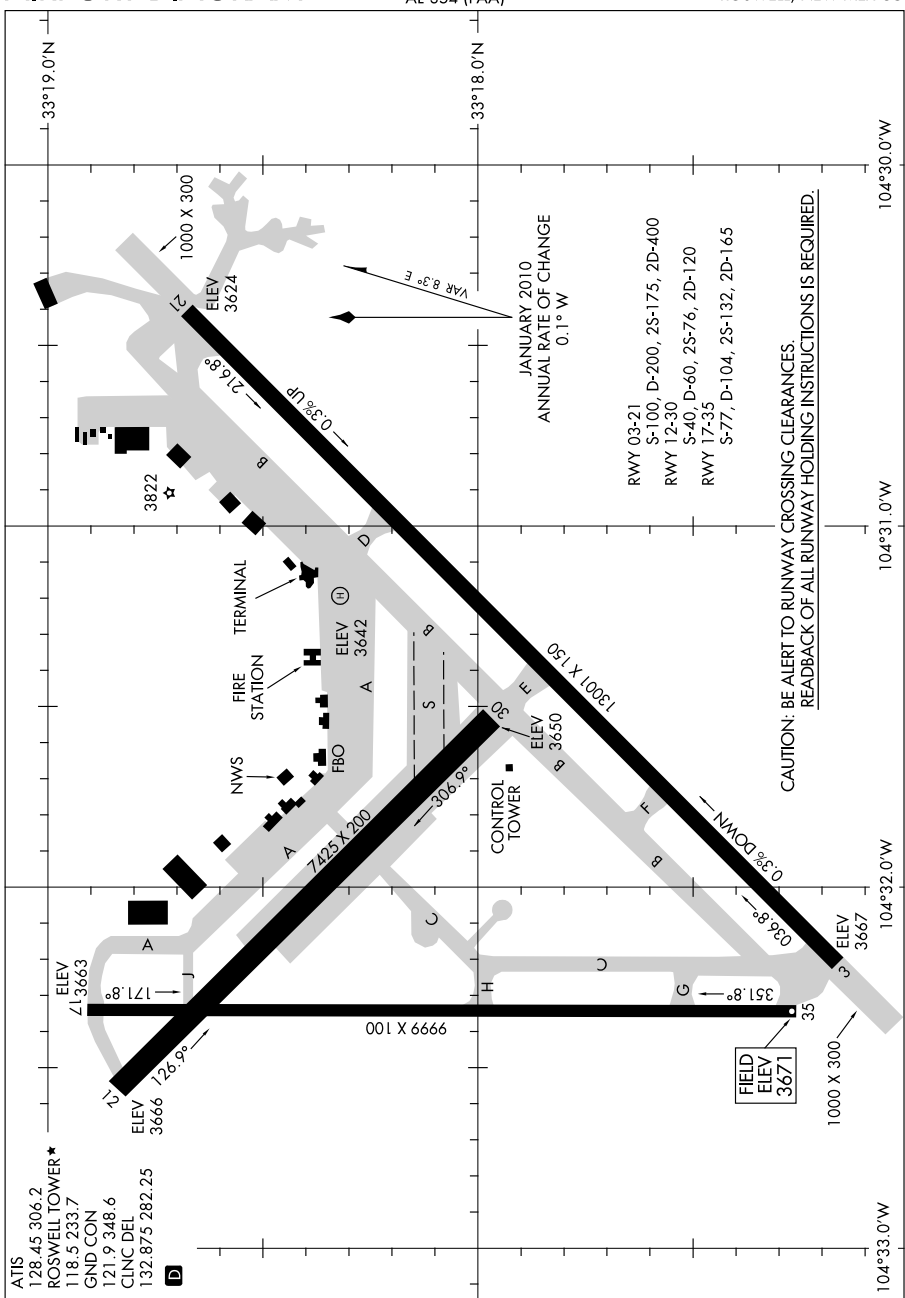
RIVERSIDE MUNI (R.A.L.)
RIVERSIDE, CALIFORNIA



AIRPORT DIAGRAM

10210

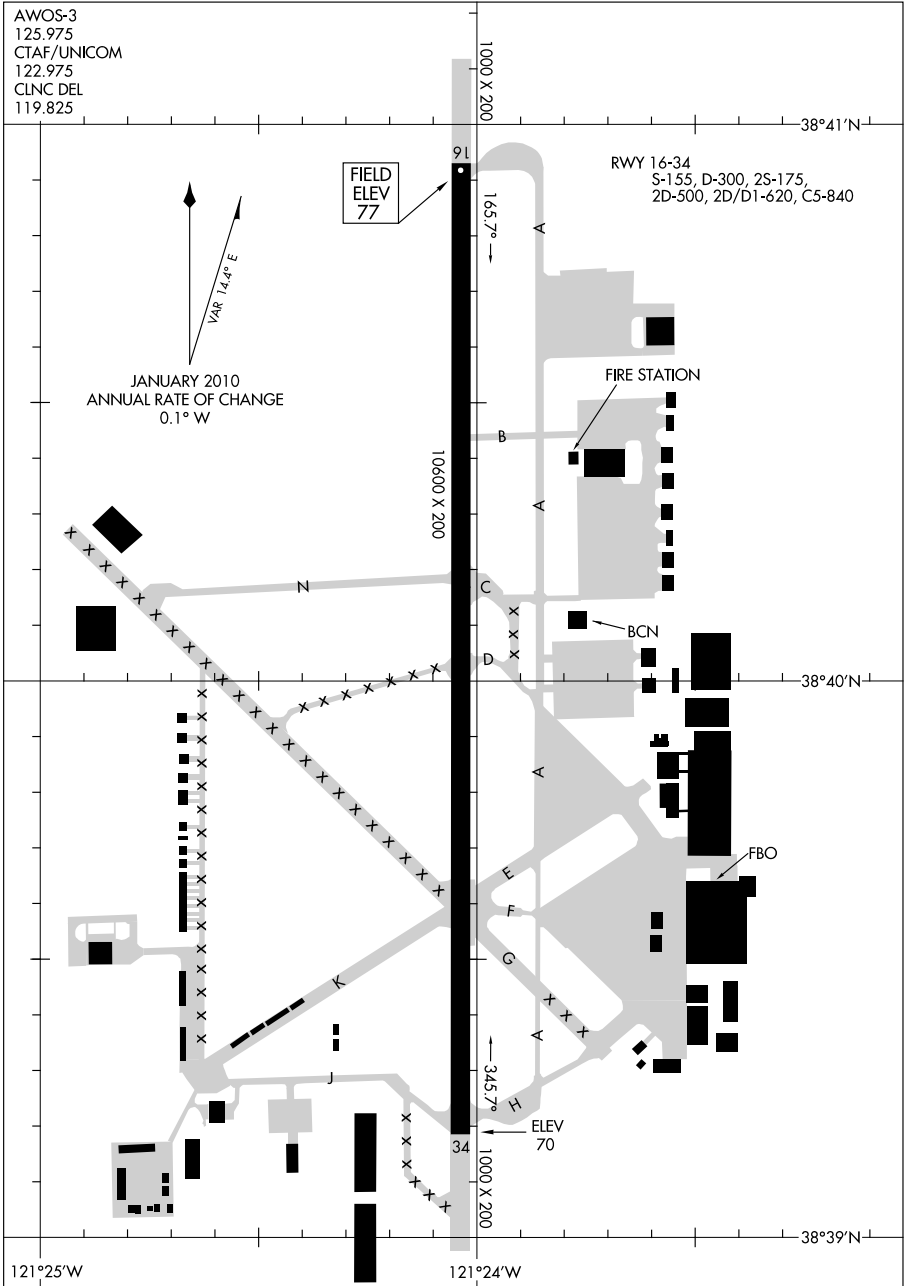
SW. 23 SEP 2010 to 18 NOV 2010



10210

AIRPORT DIAGRAM

AL-357 (FAA)

SACRAMENTO/ MC CLELLAN AIRFIELD (MCC)
SACRAMENTO, CALIFORNIA

AIRPORT DIAGRAM

10210

SACRAMENTO, CALIFORNIA
SACRAMENTO/ MC CLELLAN AIRFIELD (MCC)

SW. 23 SEP 2010 to 18 NOV 2010

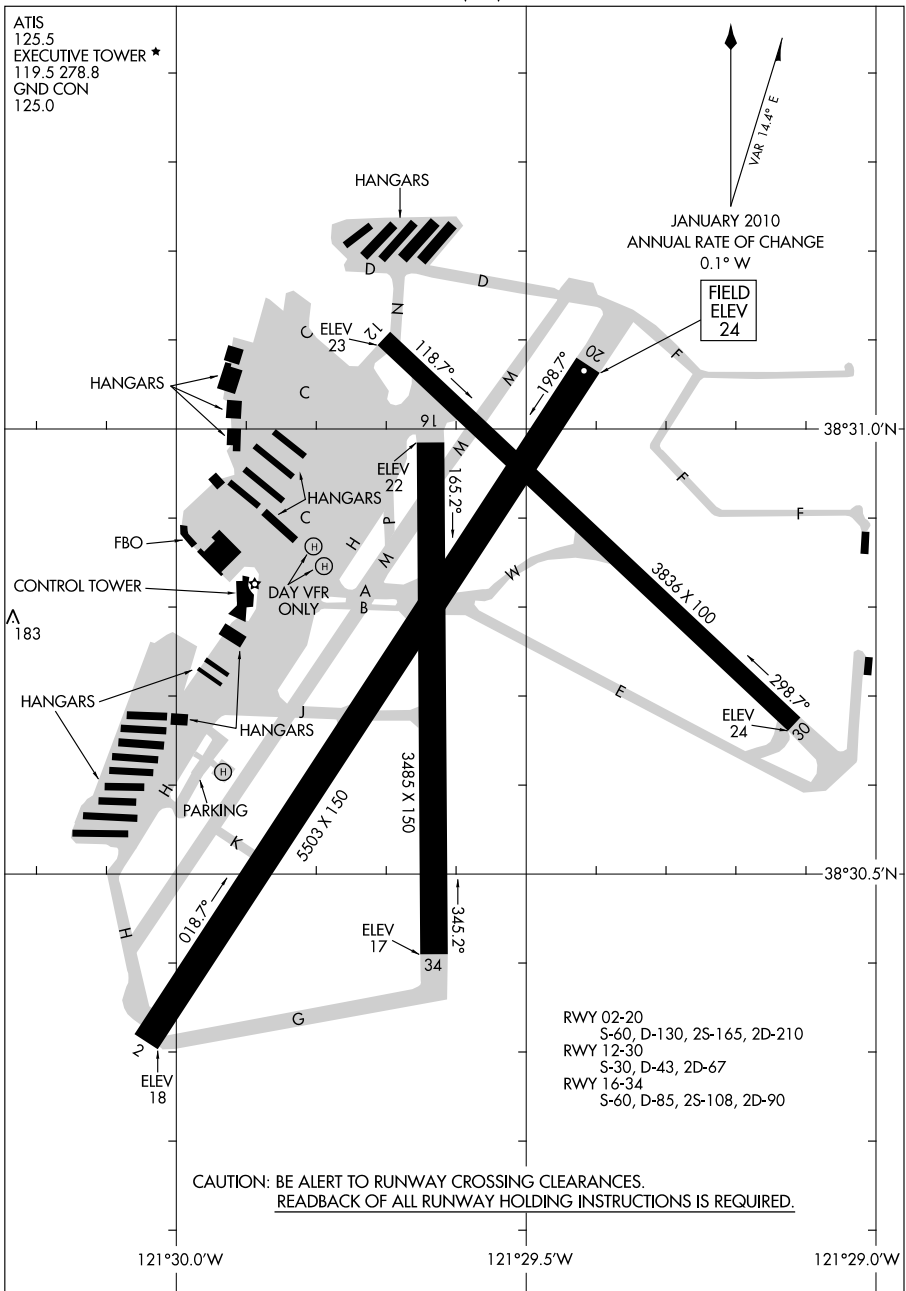
10210

AIRPORT DIAGRAM

AL-358 (FAA)

SACRAMENTO EXECUTIVE (SAC)
SACRAMENTO, CALIFORNIA

ATIS
 125.5
 EXECUTIVE TOWER ★
 119.5 278.8
 GND CON
 125.0



AIRPORT DIAGRAM

10210

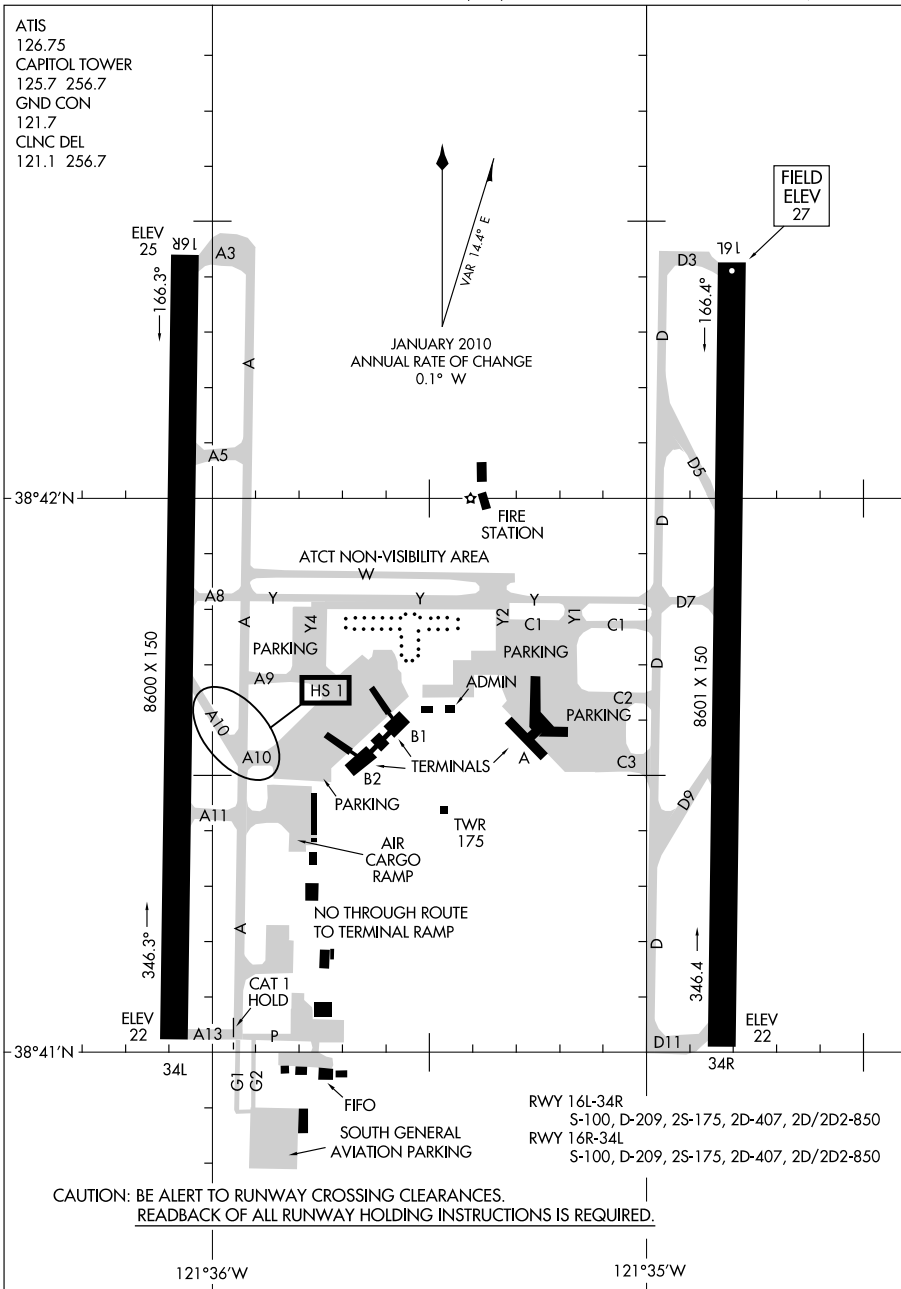
SACRAMENTO, CALIFORNIA
SACRAMENTO EXECUTIVE (SAC)

SW. 23 SEP 2010 to 18 NOV 2010

10266

AIRPORT DIAGRAM

AL-5490 (FAA)

SACRAMENTO INTL (SMF)
SACRAMENTO, CALIFORNIA

AIRPORT DIAGRAM

10266

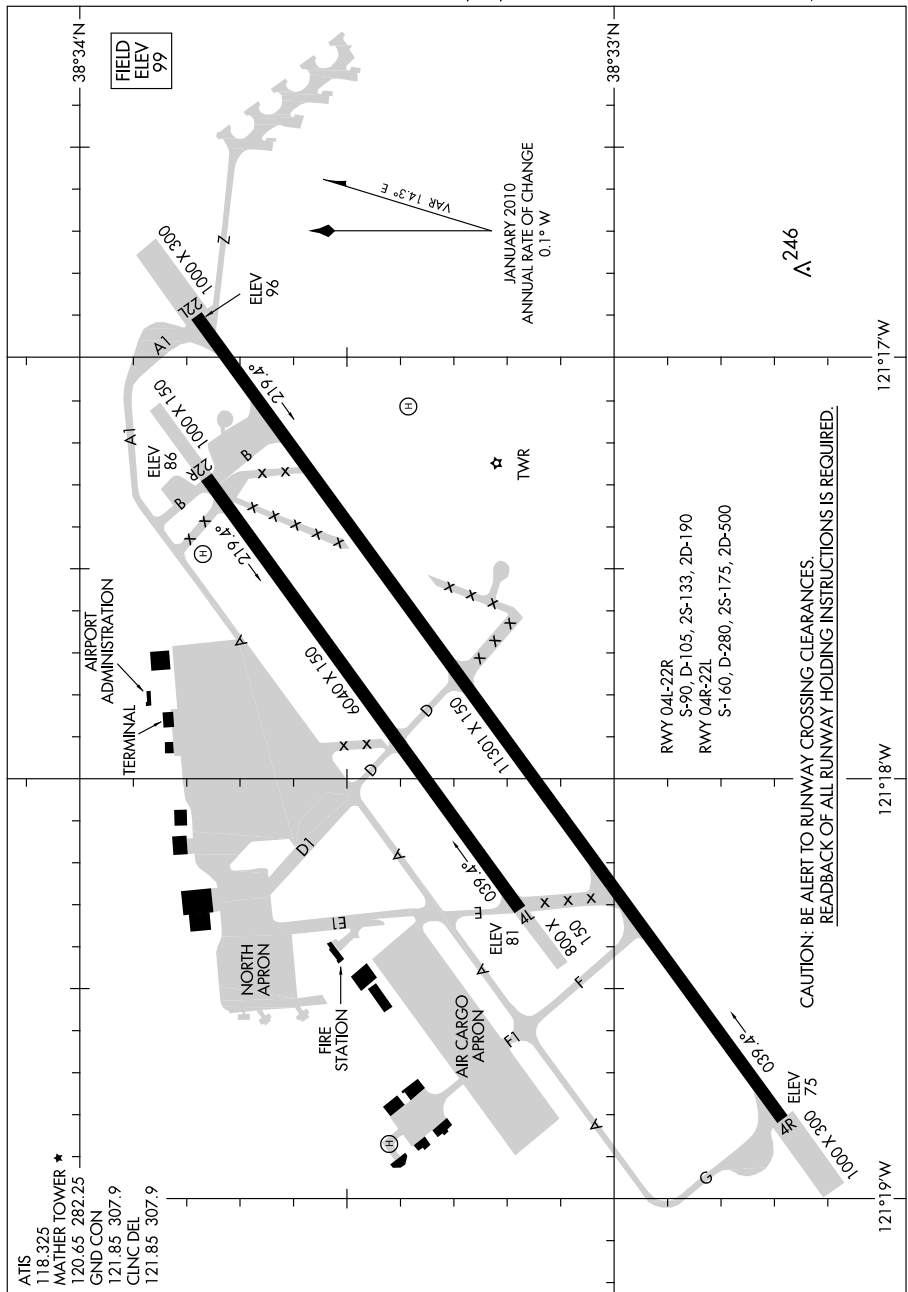
SACRAMENTO, CALIFORNIA
SACRAMENTO INTL (SMF)

SW. 23 SEP 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-356 (FAA)

SACRAMENTO MATHER (MHR)
SACRAMENTO, CALIFORNIA



AIRPORT DIAGRAM

SACRAMENTO, CALIFORNIA
SACRAMENTO MATHER (MHR)

10266

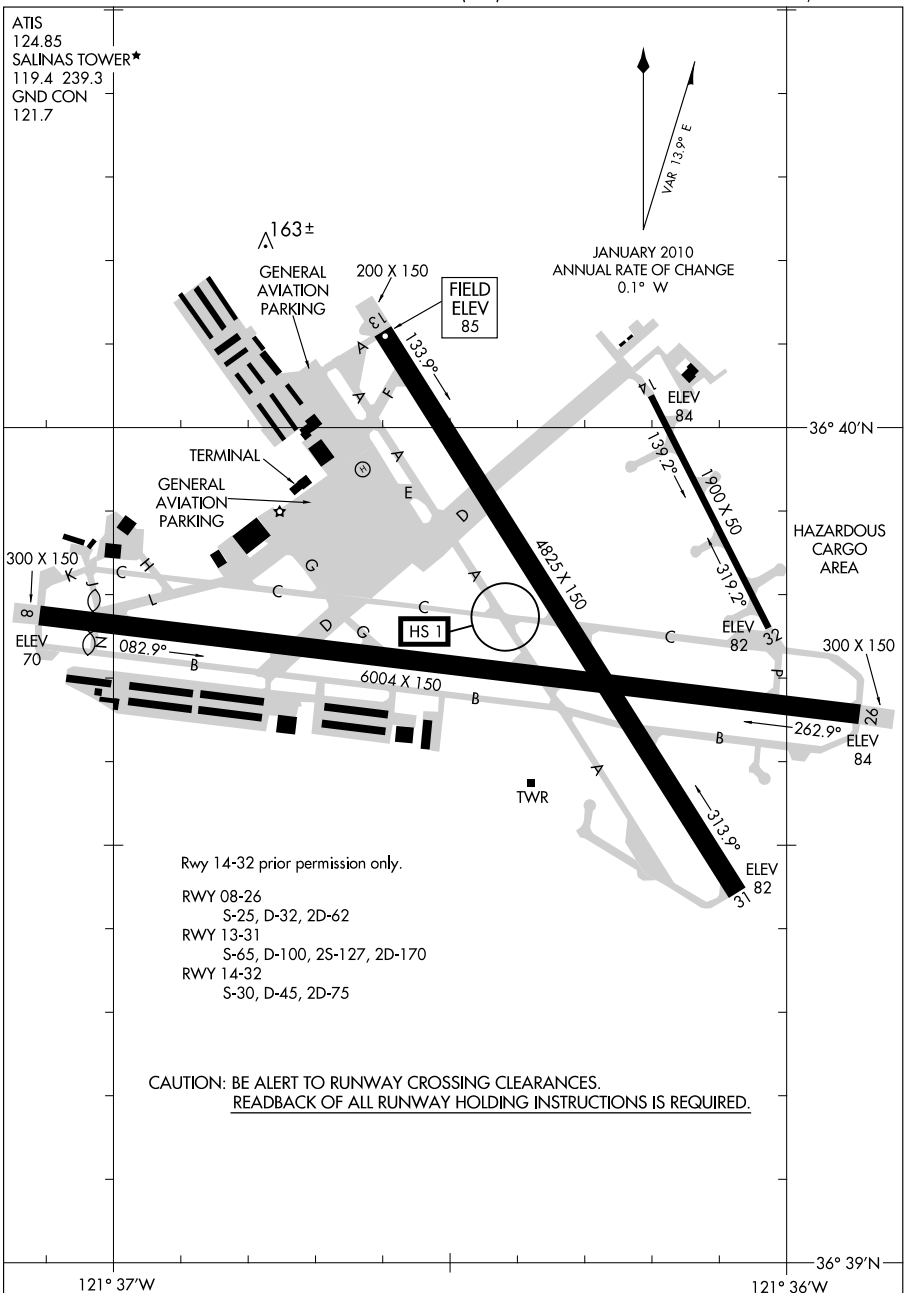
AIRPORT DIAGRAM

AL-363 (FAA)

SALINAS MUNI (SNS)

SALINAS, CALIFORNIA

ATIS
124.85
SALINAS TOWER★
119.4 239.3
GND CON
121.7



AIRPORT DIAGRAM

10266

SALINAS, CALIFORNIA

SALINAS MUNI (SNS)

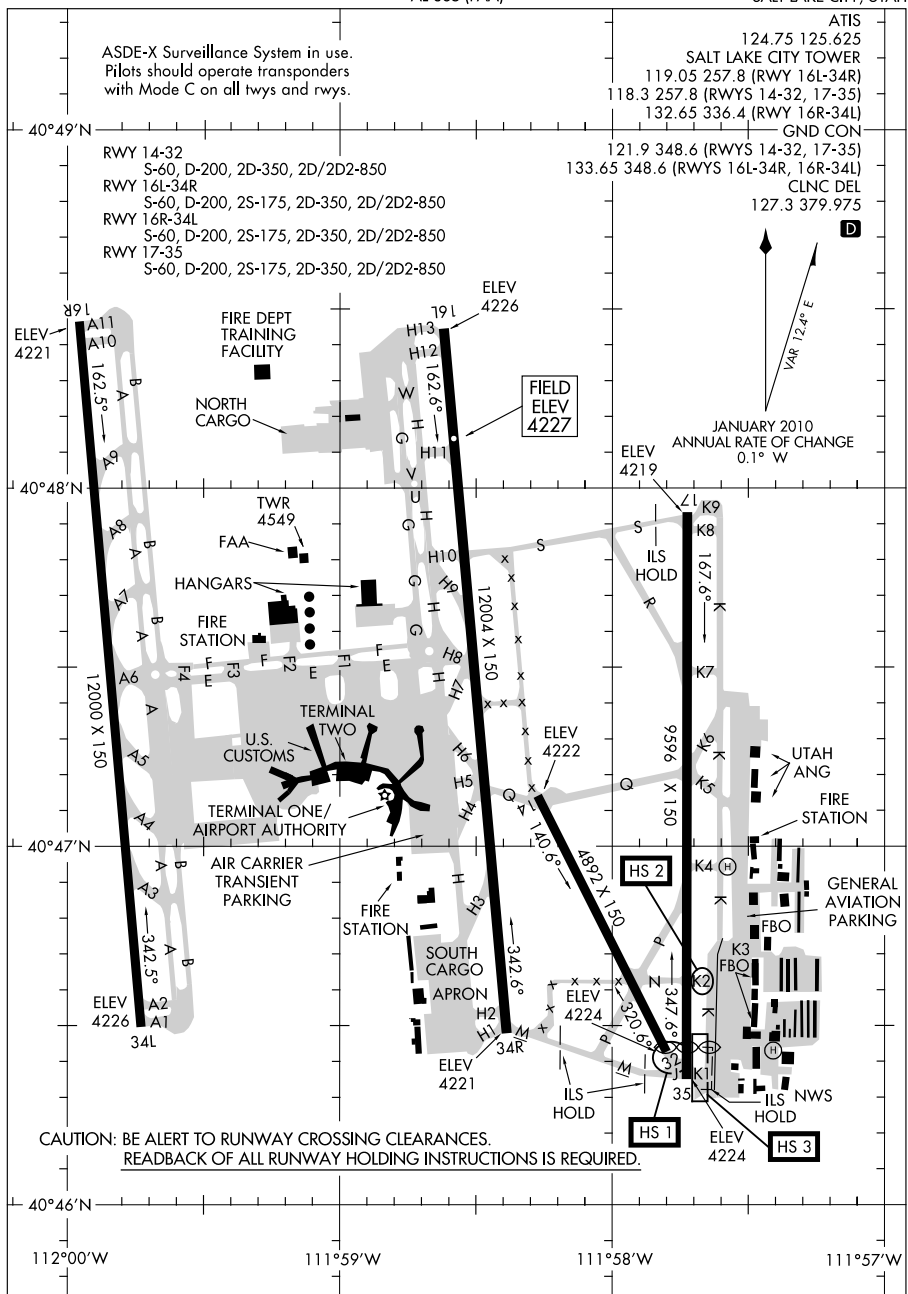
SW. 23 SEP 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-365 (FAA)

SALT LAKE CITY INTL (SLC)

SALT LAKE CITY, UTAH



AIRPORT DIAGRAM

SALT LAKE CITY, UTAH

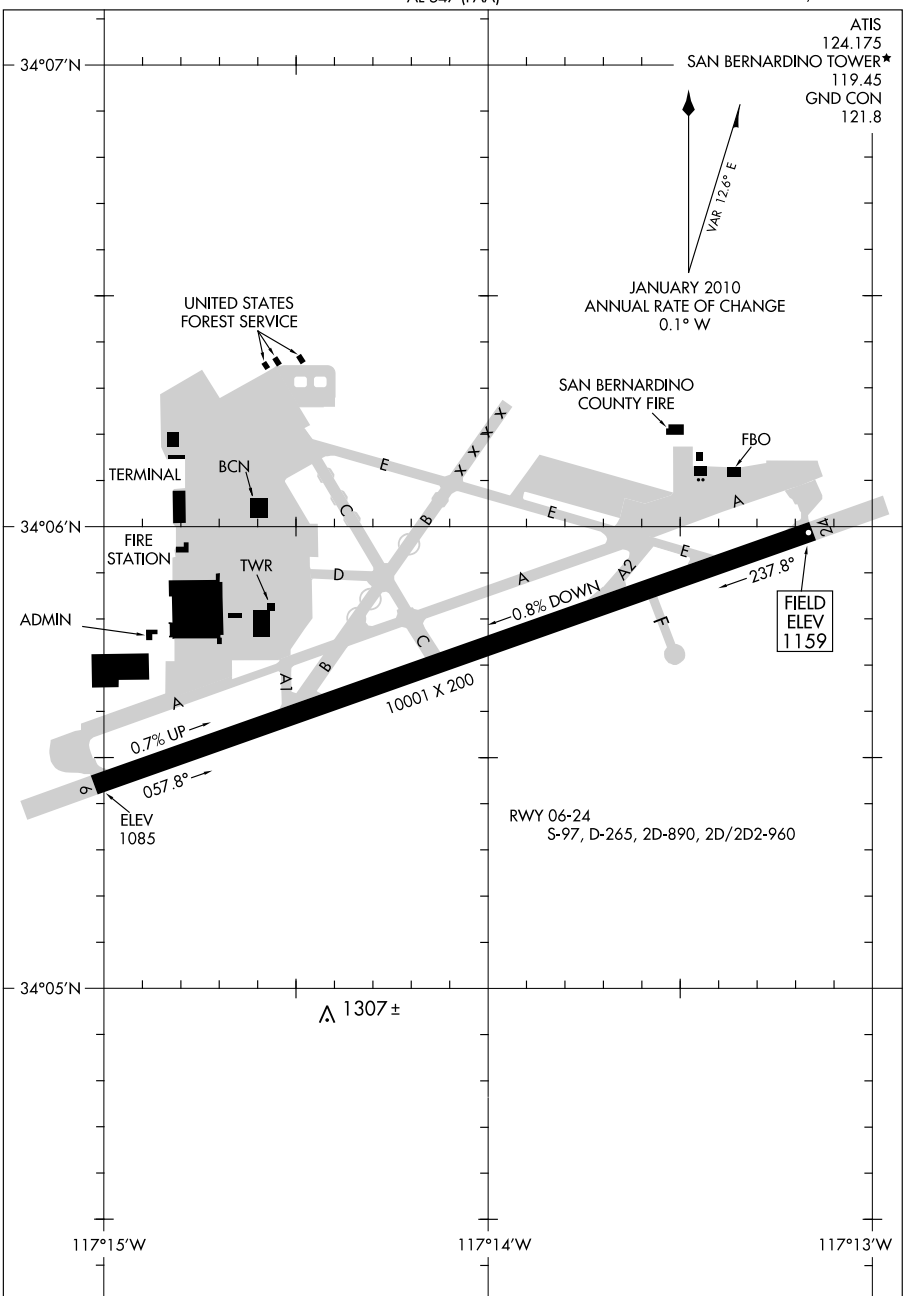
SALT LAKE CITY INTL (SLC)

10210

AIRPORT DIAGRAM

AL-547 (FAA)

SAN BERNARDINO INTL (SBD)
SAN BERNARDINO, CALIFORNIA



AIRPORT DIAGRAM

10210

SAN BERNARDINO, CALIFORNIA
SAN BERNARDINO INTL (SBD)

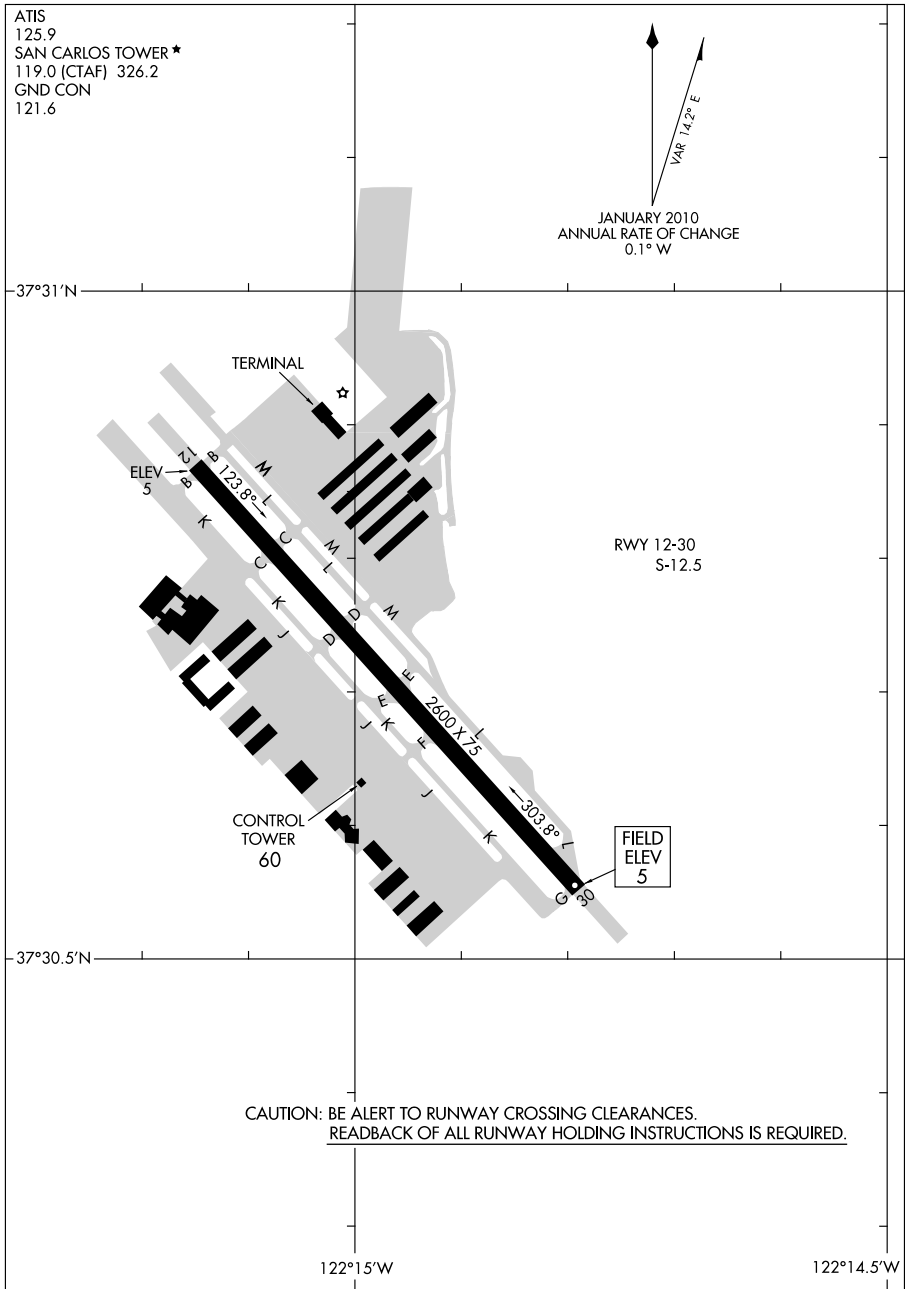
SW. 23 SEP 2010 to 18 NOV 2010

10210

AIRPORT DIAGRAM

AL-9219 (FAA)

SAN CARLOS (SQL)
SAN CARLOS, CALIFORNIA



AIRPORT DIAGRAM

10210

SAN CARLOS, CALIFORNIA
SAN CARLOS (SQL)

SW. 23 SEP 2010 to 18 NOV 2010

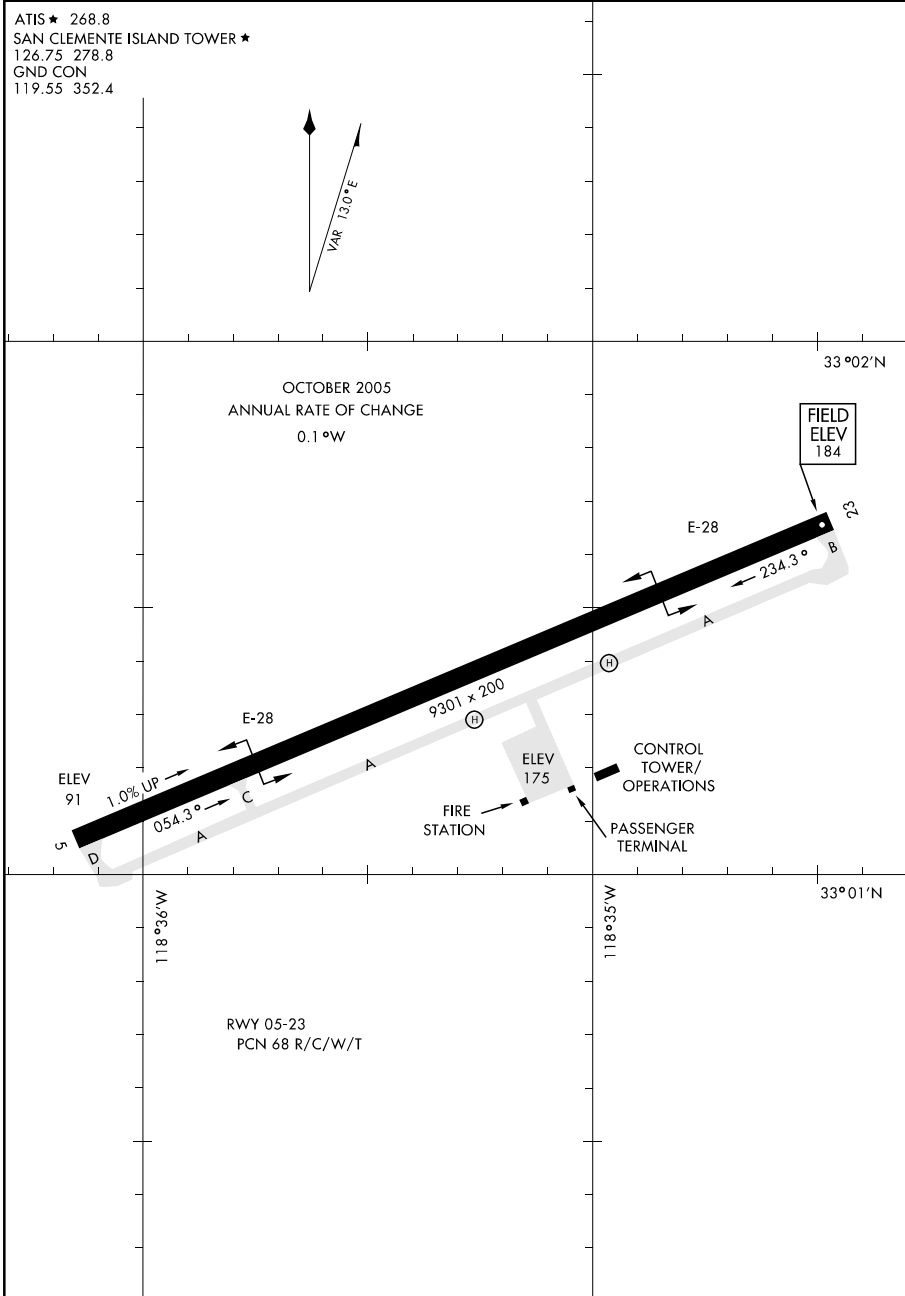
05300

AIRPORT DIAGRAM

SAN CLEMENTE ISLAND NALF (FREDERICK SHERMAN FLD) (NUC)

AFD-5126 [USN]

SAN CLEMENTE ISLAND, CALIFORNIA



AIRPORT DIAGRAM

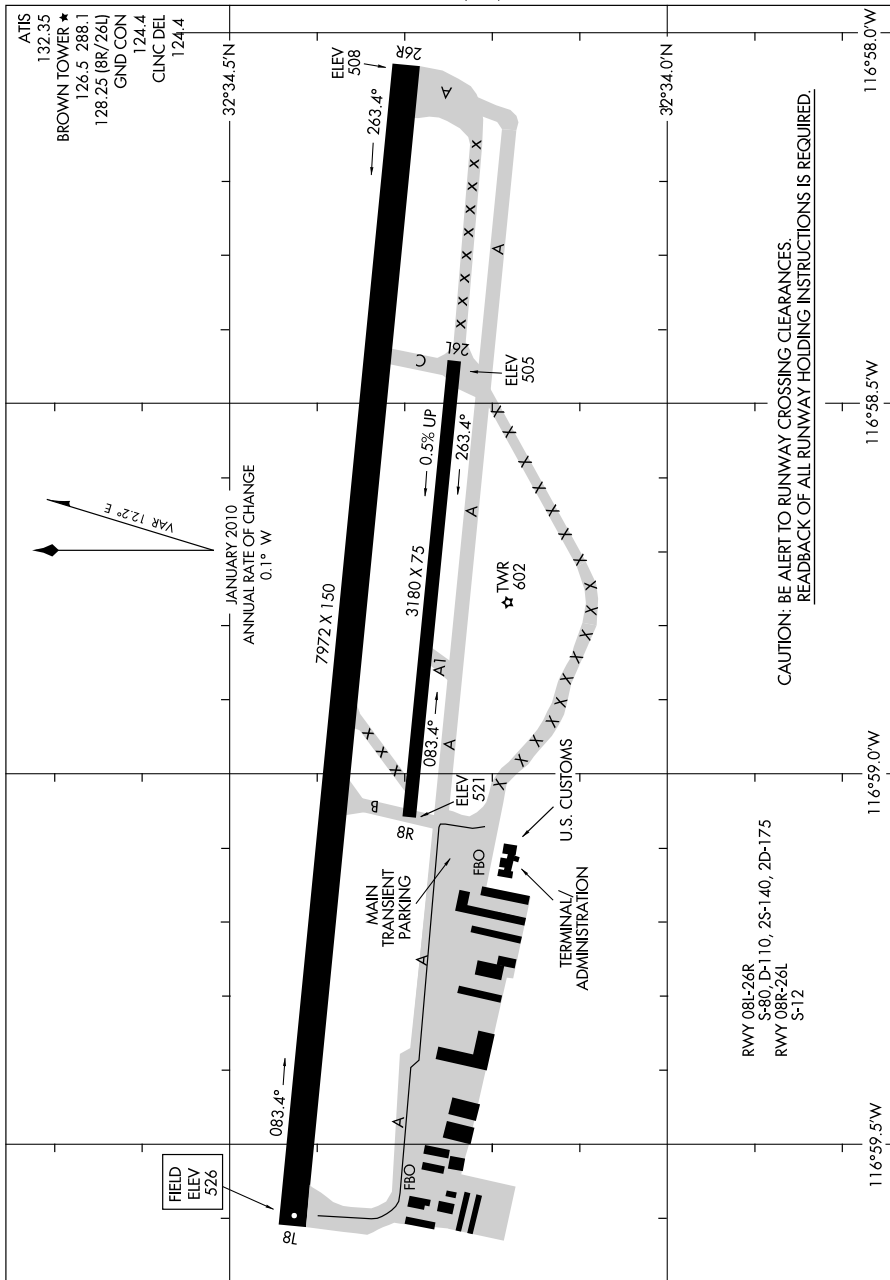
SAN CLEMENTE ISLAND, CALIFORNIA

SAN CLEMENTE ISLAND NALF (FREDERICK SHERMAN FLD) (NUC)

AIRPORT DIAGRAM

AL-5814 (FAA)

SAN DIEGO/ BROWN FIELD MUNI (SDM)
SAN DIEGO, CALIFORNIA



AIRPORT DIAGRAM

SAN DIEGO, CALIFORNIA
SAN DIEGO/ BROWN FIELD MUNI (SDM)

AIRPORT DIAGRAM

AL-5401 (FAA)



SAN DIEGO, CALIFORNIA
SAN DIEGO/MONTGOMERY FIELD (MYF)

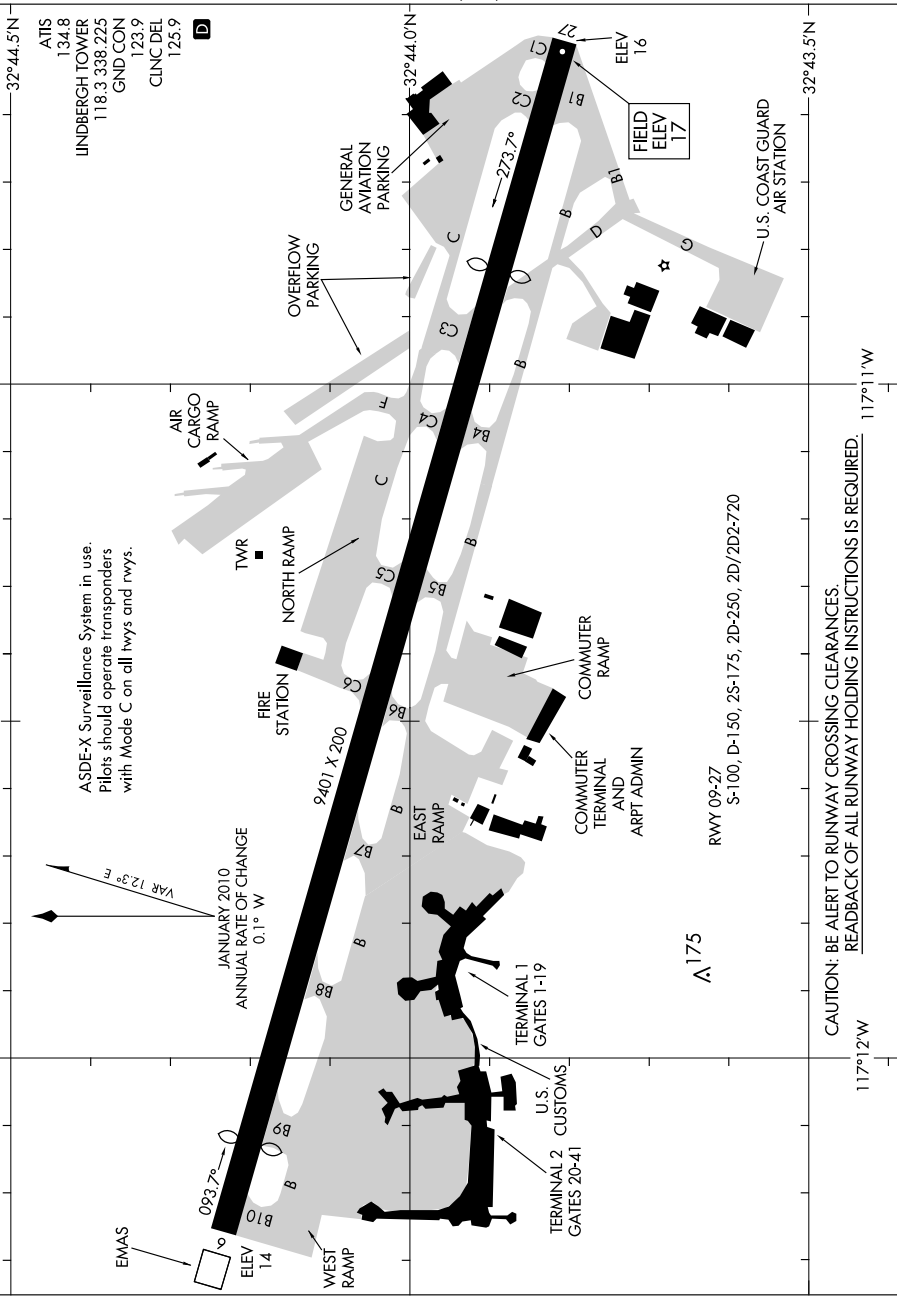
10210

SW, 23 SEP 2010 to 18 NOV 2010

10210

AIRPORT DIAGRAM

SAN DIEGO INTL (SAN)
SAN DIEGO, CALIFORNIA



AIRPORT DIAGRAM

SAN DIEGO, CALIFORNIA
SAN DIEGO INTL (SAN)

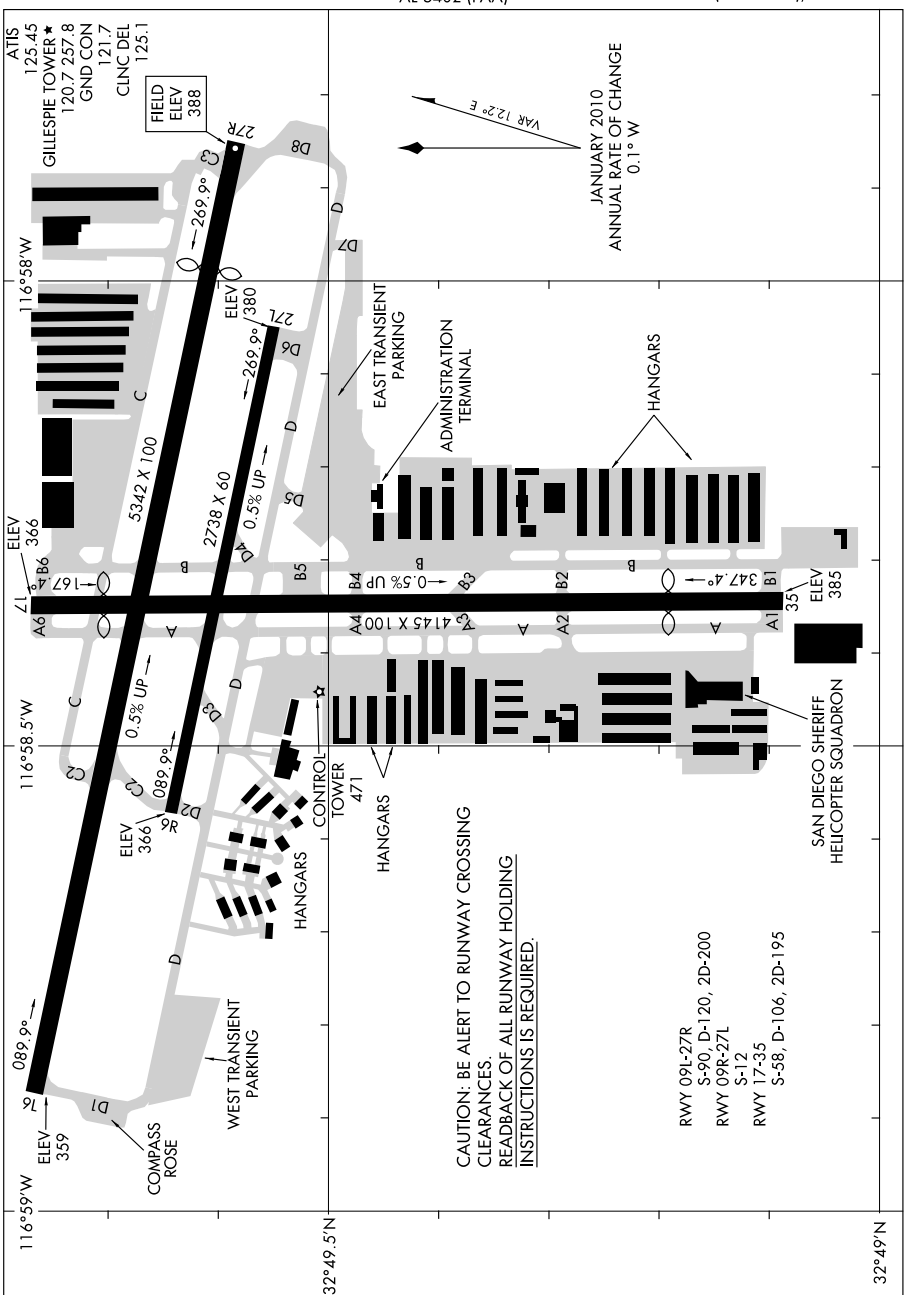
10210

10210

AIRPORT DIAGRAM

AL-5402 (FAA)

SAN DIEGO/GILLESPIE FIELD (SEE)
SAN DIEGO (EL CAJON), CALIFORNIA



AIRPORT DIAGRAM

10210

SAN DIEGO (EL CAJON), CALIFORNIA
SAN DIEGO/GILLESPIE FIELD (SEE)

10266

AIRPORT DIAGRAM

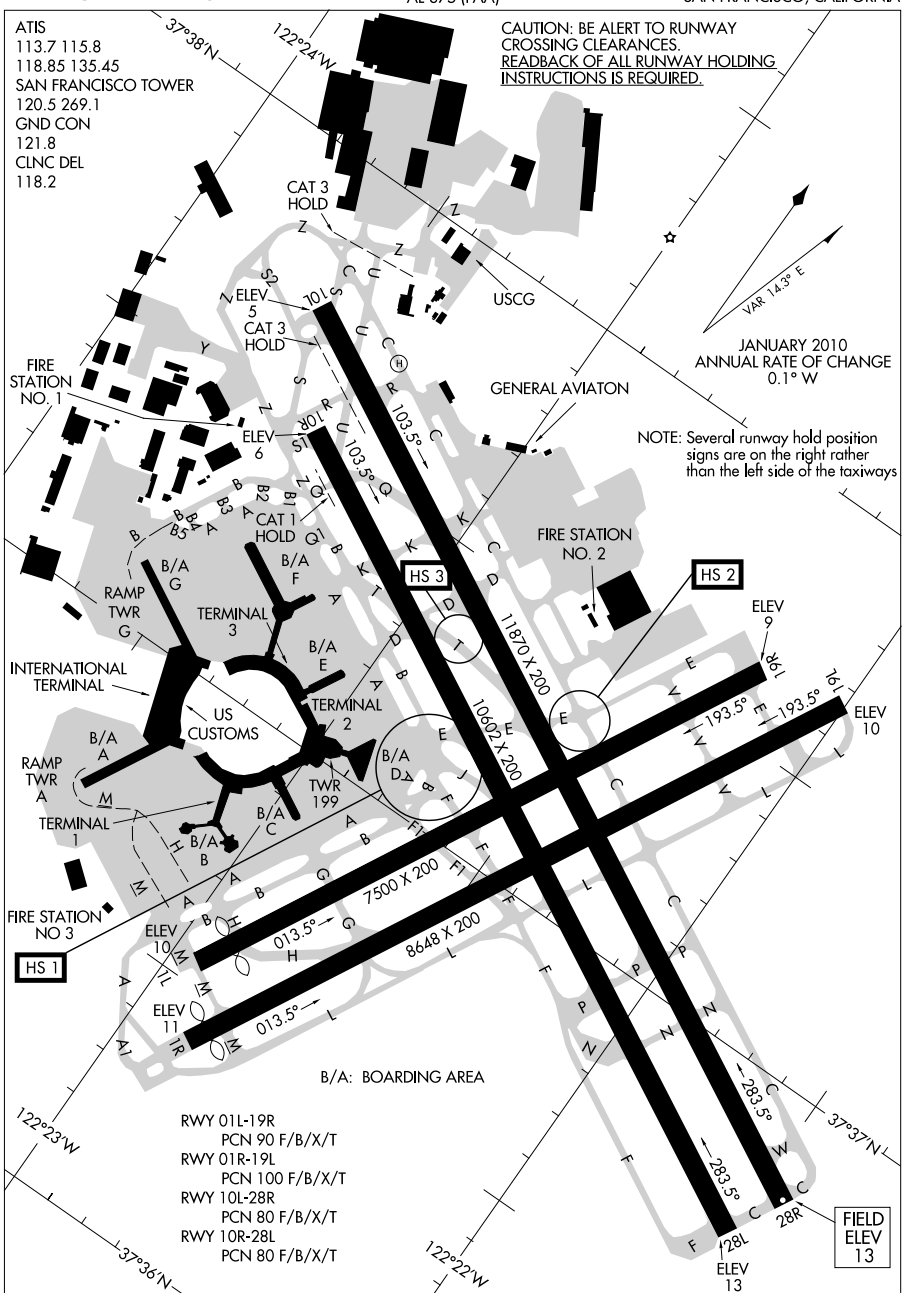
AL-375 (FAA)

SAN FRANCISCO INTL (SFO)

SAN FRANCISCO, CALIFORNIA

ATIS
113.7 115.8
118.85 135.45
SAN FRANCISCO TOWER
120.5 269.1
GND CON
121.8
CLNC DEL
118.2

CAUTION: BE ALERT TO RUNWAY
CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING
INSTRUCTIONS IS REQUIRED.



AIRPORT DIAGRAM

SAN FRANCISCO, CALIFORNIA

SAN FRANCISCO INTL (SFO)

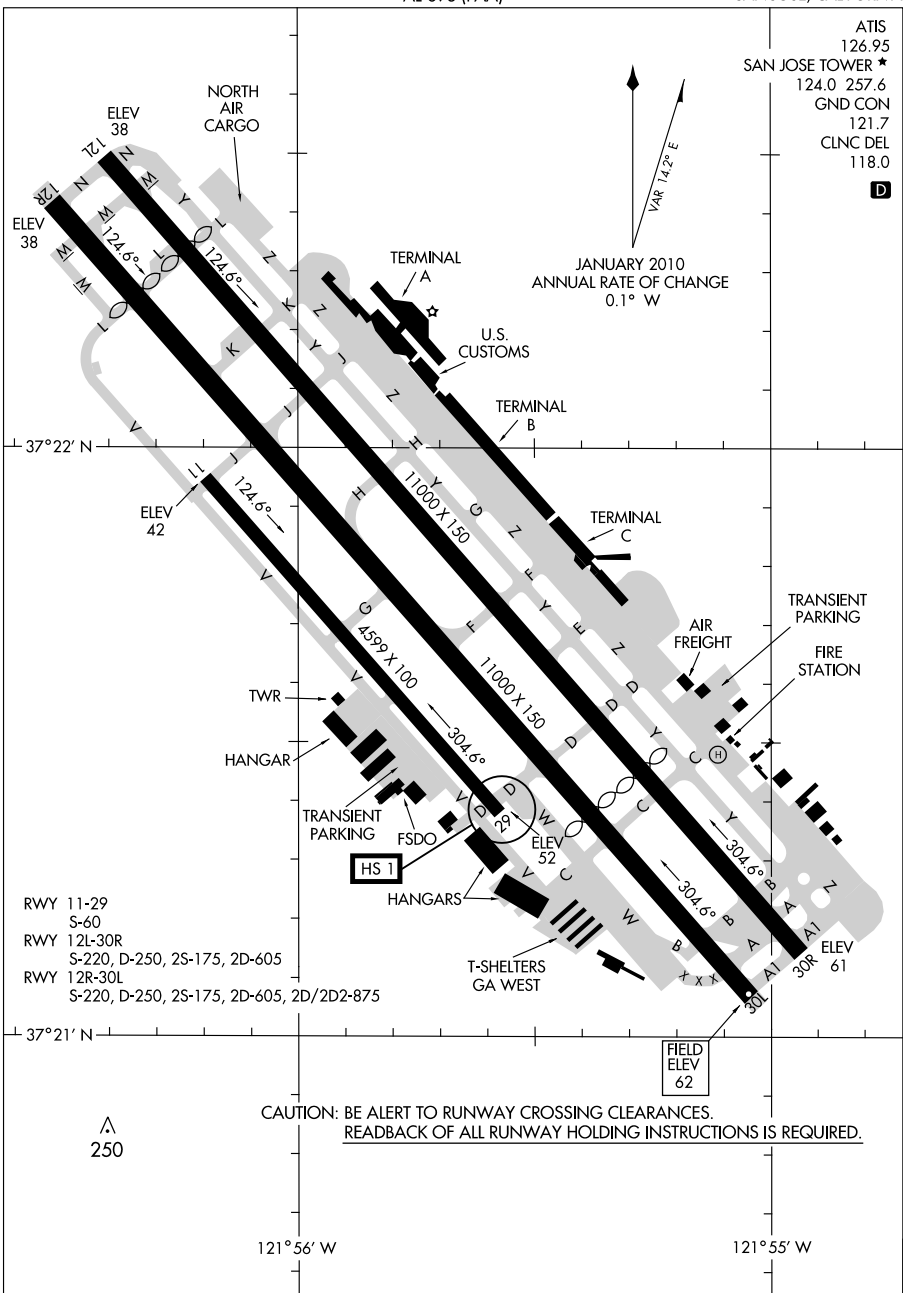
10266

SW. 23 SEP 2010 to 18 NOV 2010

10266

AIRPORT DIAGRAM

SAN JOSE/ NORMAN Y. MINETA SAN JOSE INTL (SJC)
AL-693 (FAA) SAN JOSE, CALIFORNIA



AIRPORT DIAGRAM

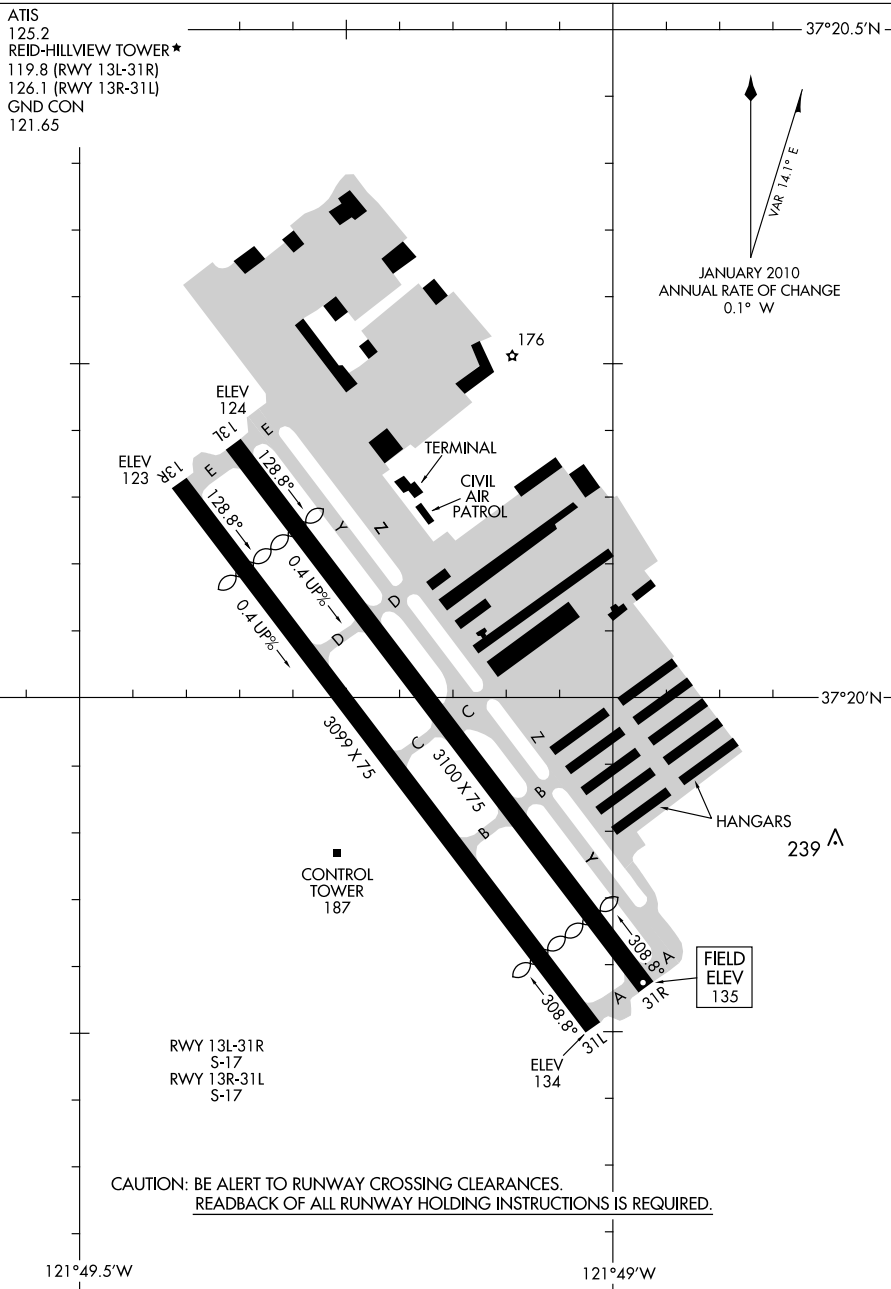
10266

SAN JOSE, CALIFORNIA
SAN JOSE/ NORMAN Y. MINETA SAN JOSE INTL (SJC)

SW. 23 SEP 2010 to 18 NOV 2010

10210
AIRPORT DIAGRAM

SAN JOSE/REID-HILLVIEW OF SANTA CLARA COUNTY (RHV)
AL-5591 (FAA)
SAN JOSE, CALIFORNIA



AIRPORT DIAGRAM
10210

SAN JOSE, CALIFORNIA
SAN JOSE/REID-HILLVIEW OF SANTA CLARA COUNTY (RHV)

09239

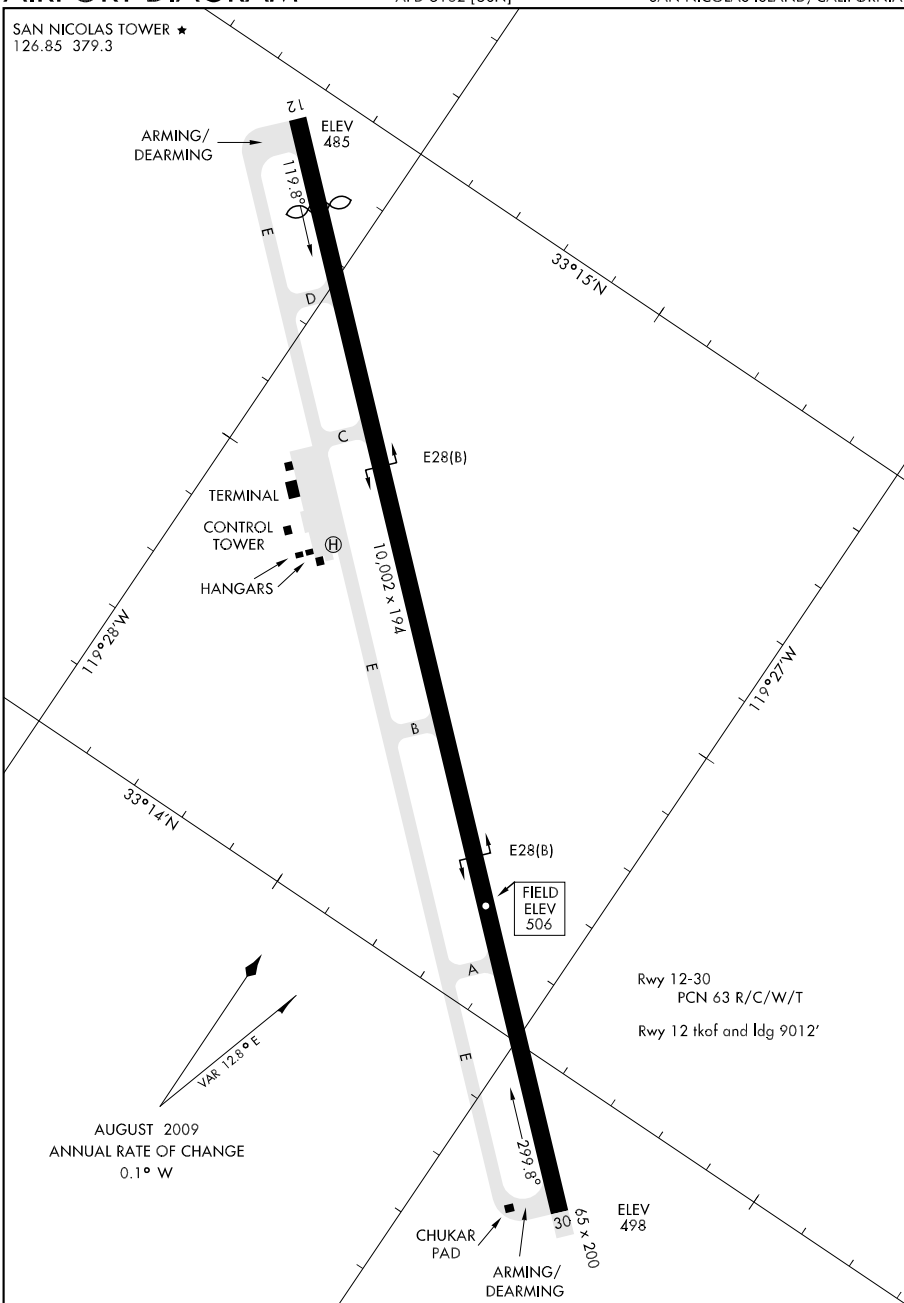
AIRPORT DIAGRAM

AFD-5162 [USN]

SAN NICOLAS ISLAND NOLF (KNSI)

SAN NICOLAS ISLAND, CALIFORNIA

SAN NICOLAS TOWER ★
126.85 379.3



AIRPORT DIAGRAM

SAN NICOLAS ISLAND, CALIFORNIA
SAN NICOLAS ISLAND NOLF (KNSI)

SW. 23 SEP 2010 to 18 NOV 2010

AIRPORT DIAGRAM

SANTA ANA, CALIFORNIA



SANTA ANA, CALIFORNIA
SANTA ANA/JOHN WAYNE ARPT-ORANGE COUNTY (SNA)

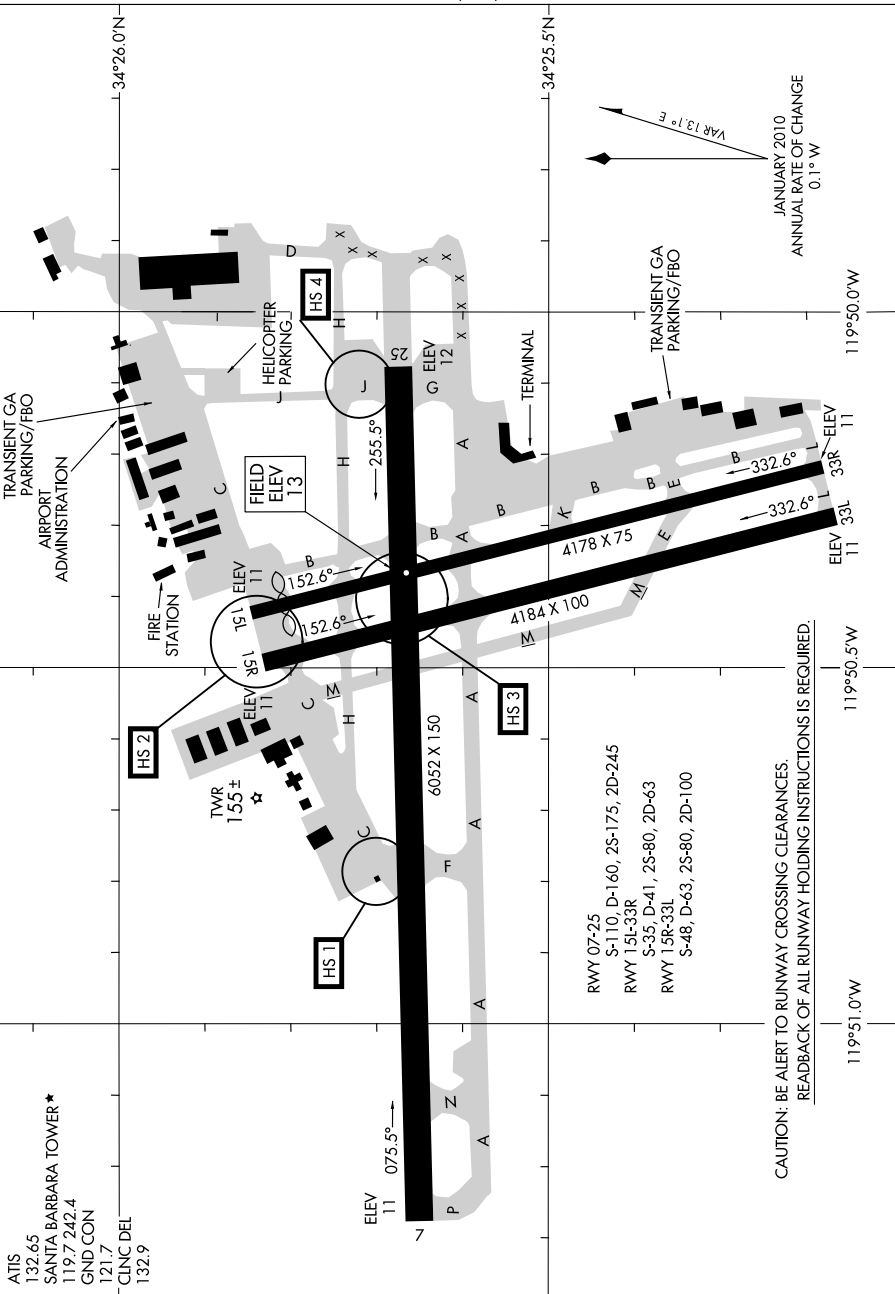
10266

SW, 23 SEP 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-378 (FAA)

SANTA BARBARA MUNI (SBA)
SANTA BARBARA, CALIFORNIA



AIRPORT DIAGRAM

SANTA BARBARA, CALIFORNIA
SANTA BARBARA MUNI (SBA)

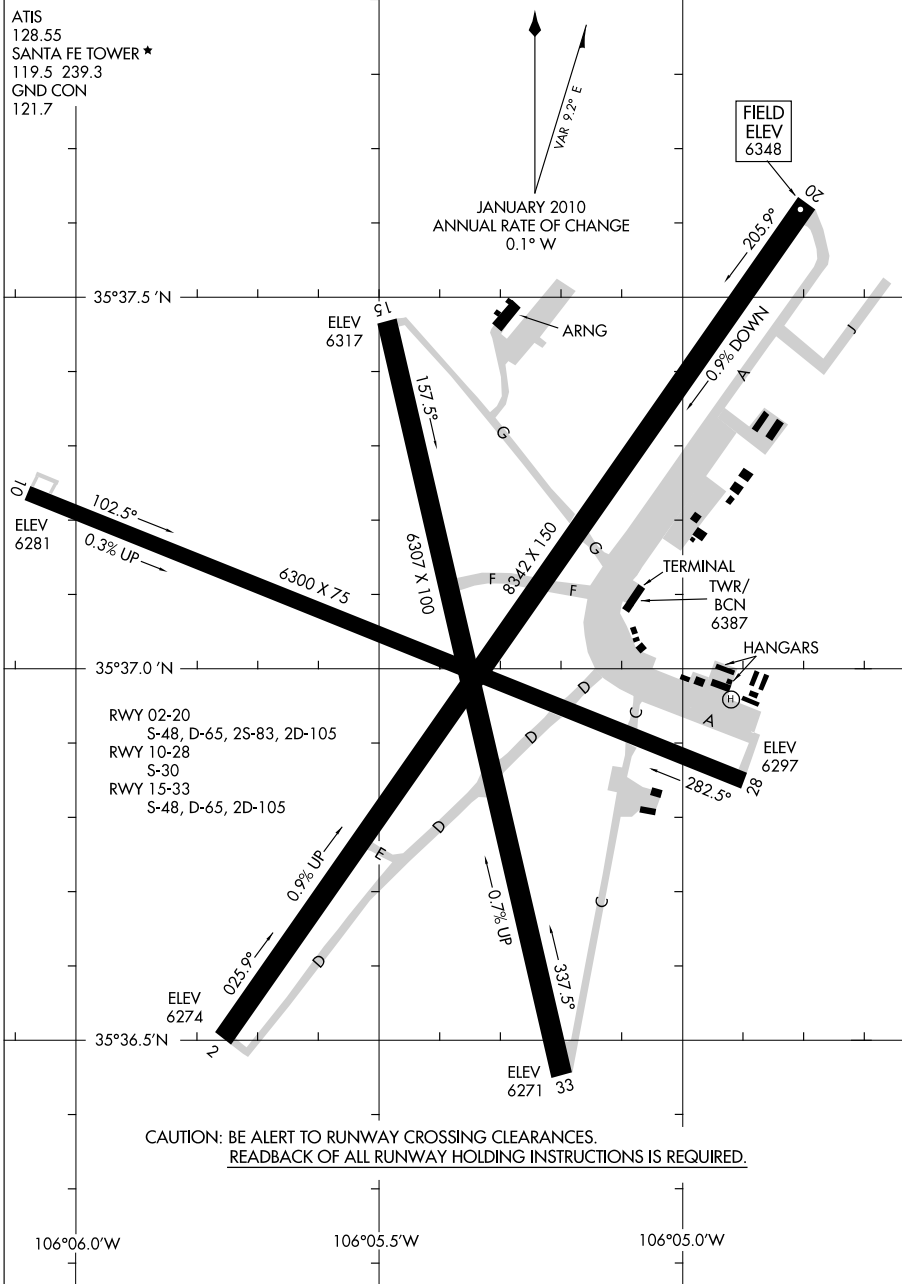
10210

AIRPORT DIAGRAM

AL-548 (FAA)

SANTA FE MUNI (SAF)

SANTA FE, NEW MEXICO



AIRPORT DIAGRAM

10210

SANTA FE, NEW MEXICO
SANTA FE MUNI (SAF)

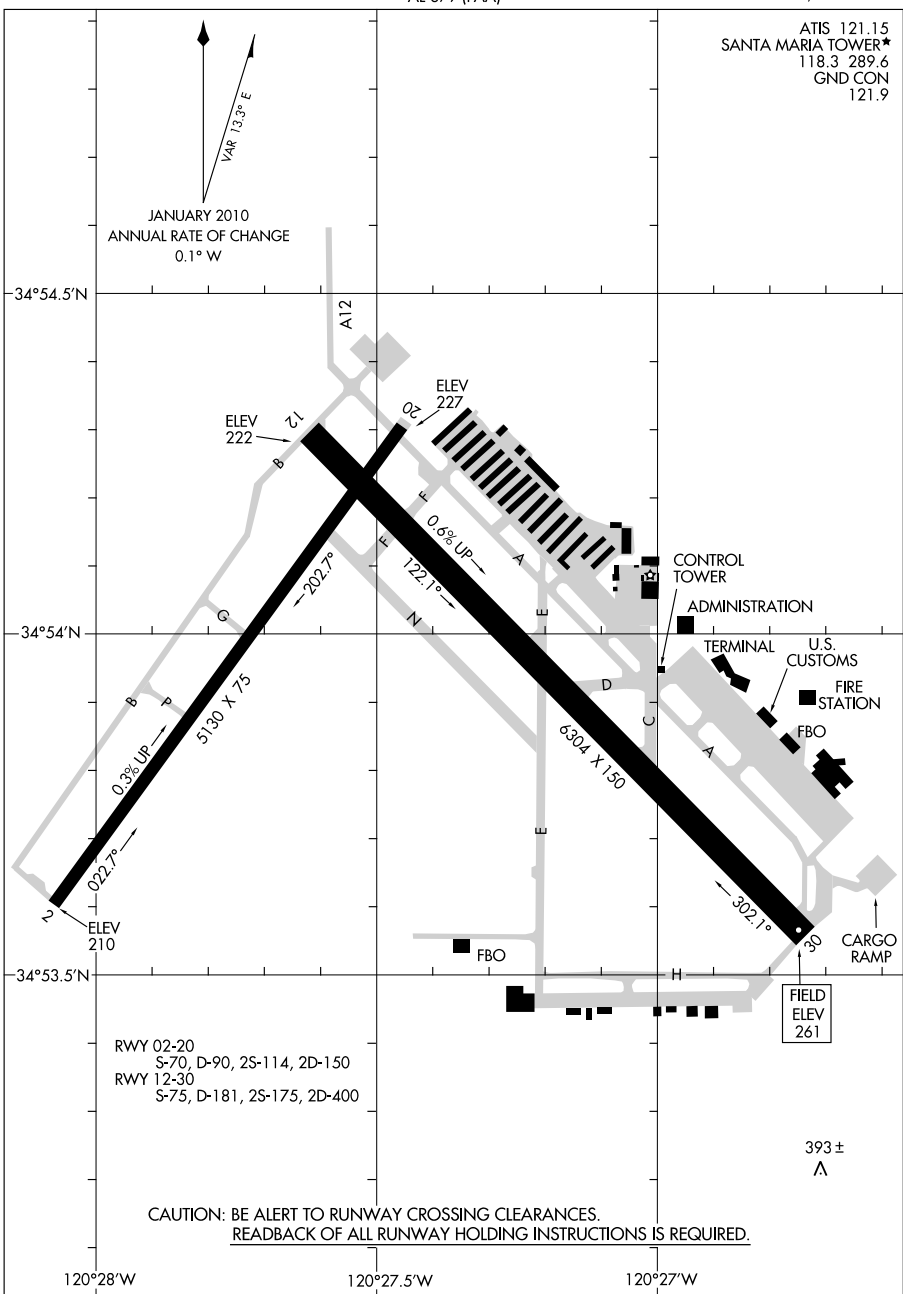
SW. 23 SEP 2010 to 18 NOV 2010

10210

AIRPORT DIAGRAM

SANTA MARIA PUBLIC/CAPTAIN G. ALLAN HANCOCK FIELD (SMX)
AL-379 (FAA)

SANTA MARIA, CALIFORNIA



AIRPORT DIAGRAM

10210

SANTA MARIA, CALIFORNIA
SANTA MARIA PUBLIC/CAPTAIN G. ALLAN HANCOCK FIELD (SMX)

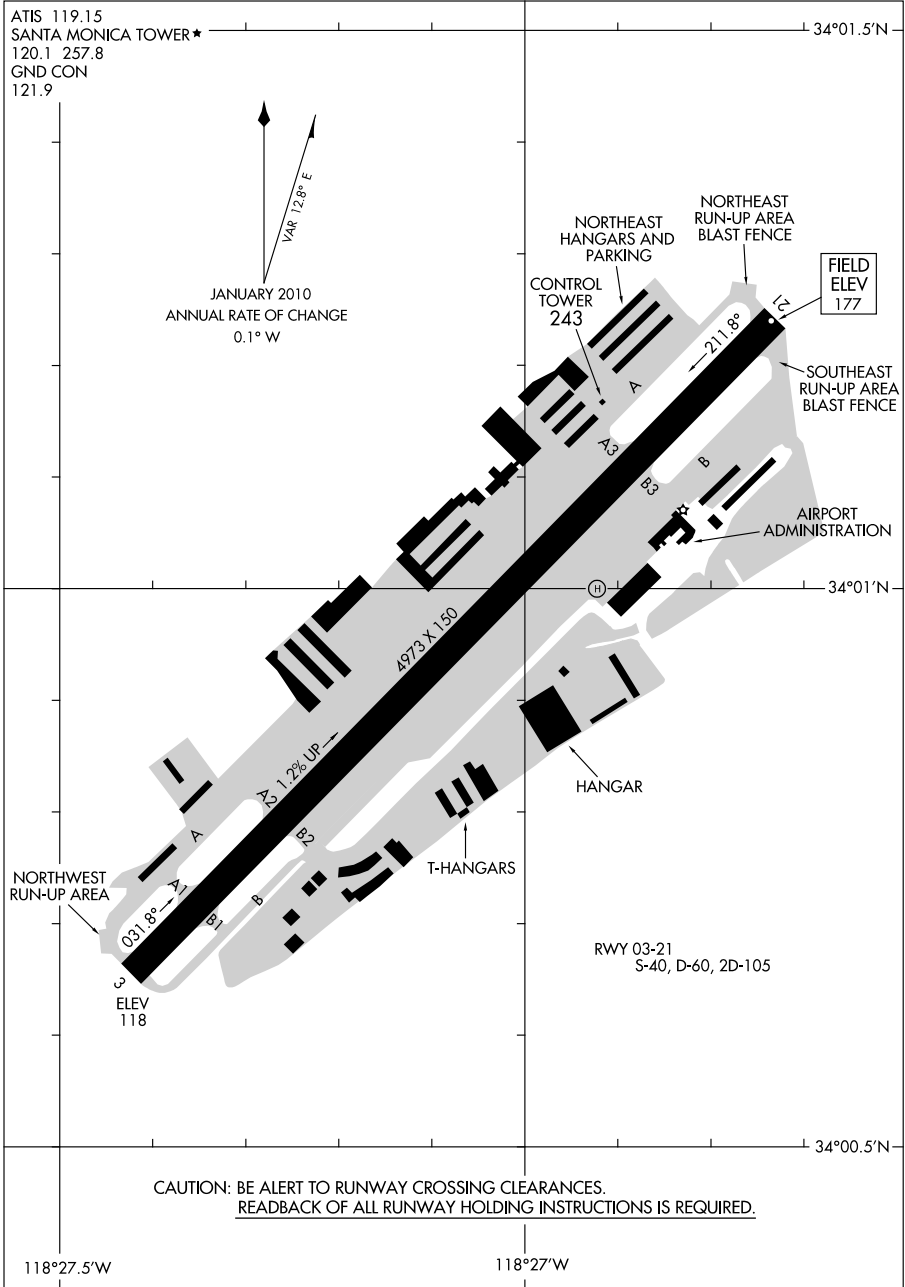
SW. 23 SEP 2010 to 18 NOV 2010

10210

AIRPORT DIAGRAM

AL-5023 (FAA)

SANTA MONICA MUNI (SMO)
SANTA MONICA, CALIFORNIA



AIRPORT DIAGRAM

10210

SANTA MONICA, CALIFORNIA
SANTA MONICA MUNI (SMO)

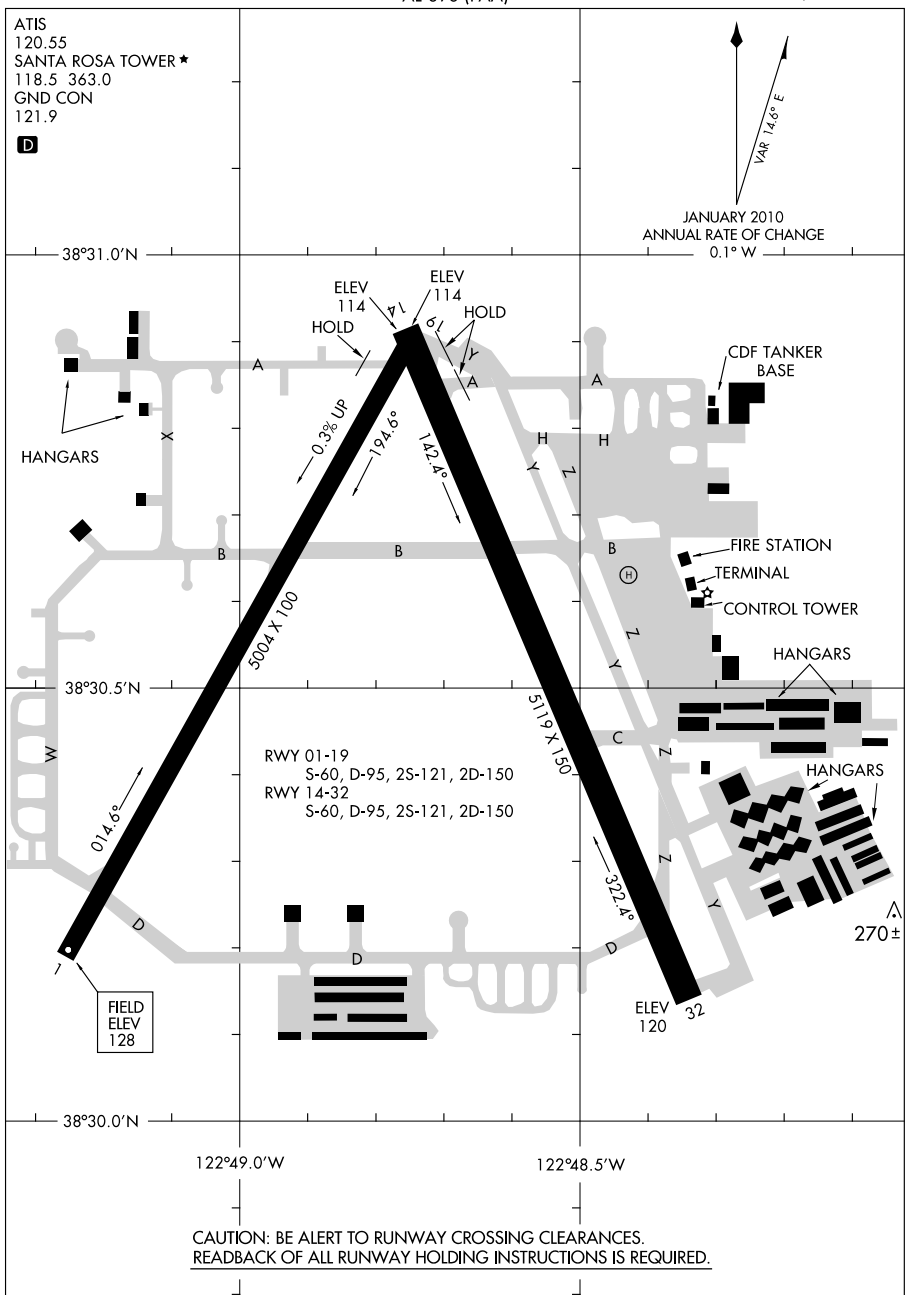
10210

AIRPORT DIAGRAM

SANTA ROSA/ CHARLES M. SCHULZ-SONOMA COUNTY (STS)

AL-696 (FAA)

SANTA ROSA, CALIFORNIA



AIRPORT DIAGRAM

10210

SANTA ROSA, CALIFORNIA

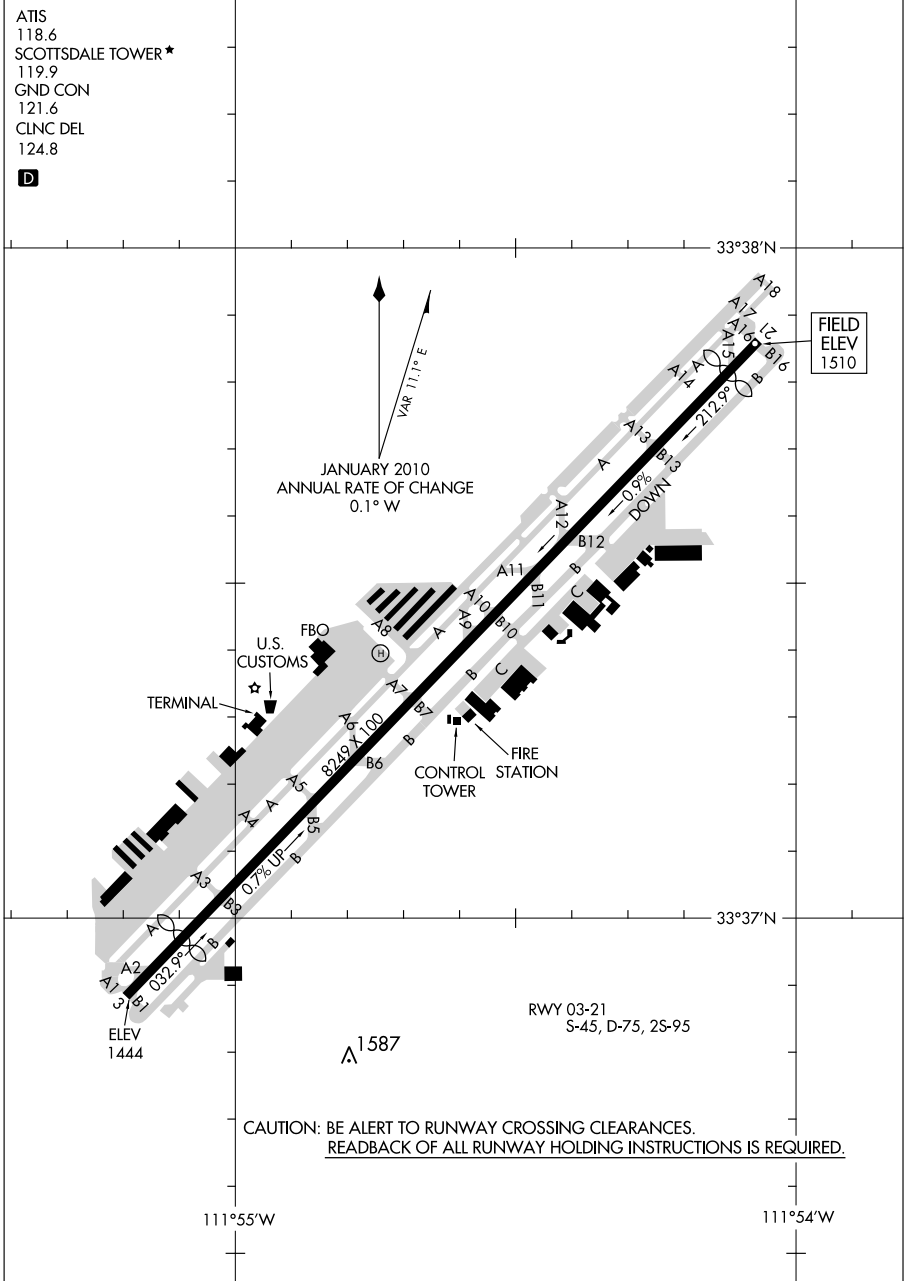
SANTA ROSA/ CHARLES M. SCHULZ-SONOMA COUNTY (STS)

SW. 23 SEP 2010 to 18 NOV 2010

10210

AIRPORT DIAGRAM

AL-5651 (FAA)

SCOTTSDALE (SDL)
SCOTTSDALE, ARIZONA

AIRPORT DIAGRAM

10210

SCOTTSDALE, ARIZONA
SCOTTSDALE (SDL)

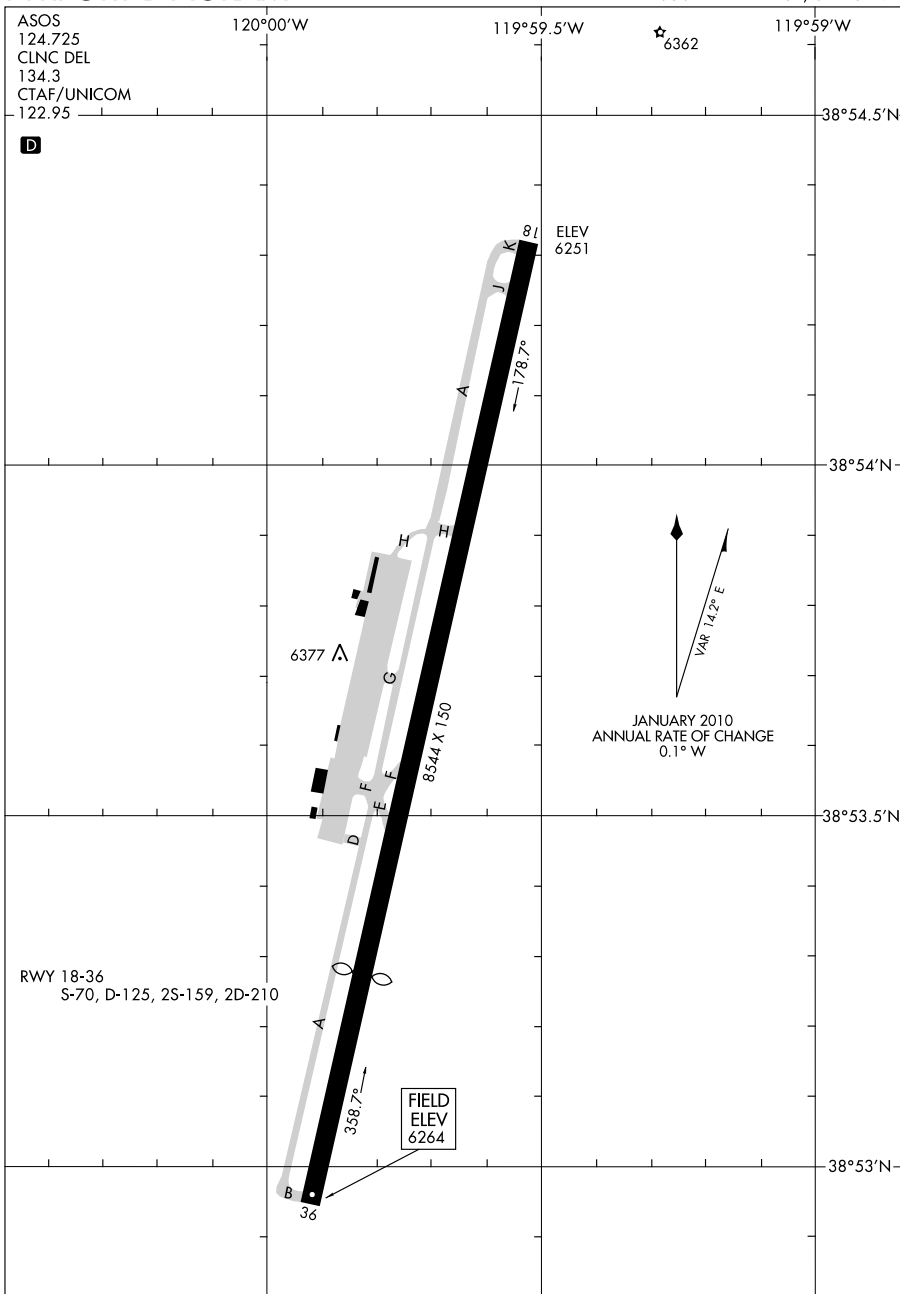
SW. 23 SEP 2010 to 18 NOV 2010

10210

AIRPORT DIAGRAM

AL-5416 (FAA)

SOUTH LAKE TAHOE/ LAKE TAHOE (TVL)
SOUTH LAKE TAHOE, CALIFORNIA



AIRPORT DIAGRAM

10210

SOUTH LAKE TAHOE, CALIFORNIA
SOUTH LAKE TAHOE/ LAKE TAHOE (TVL)

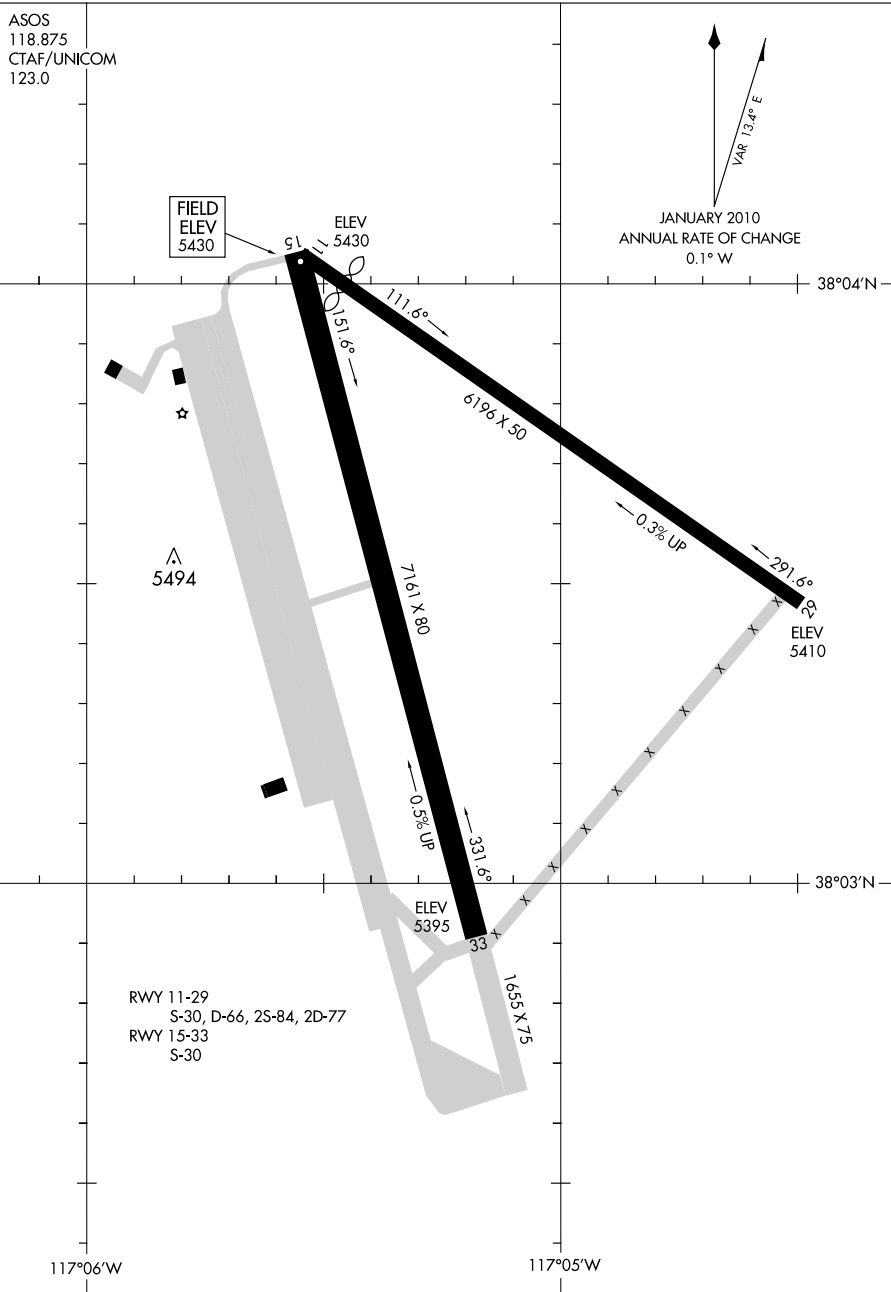
10210

AIRPORT DIAGRAM

ASOS
118.875
CTAF/UNICOM
123.0

AL-423 (FAA)

TONOPAH (TPH)
TONOPAH, NEVADA



AIRPORT DIAGRAM

10210

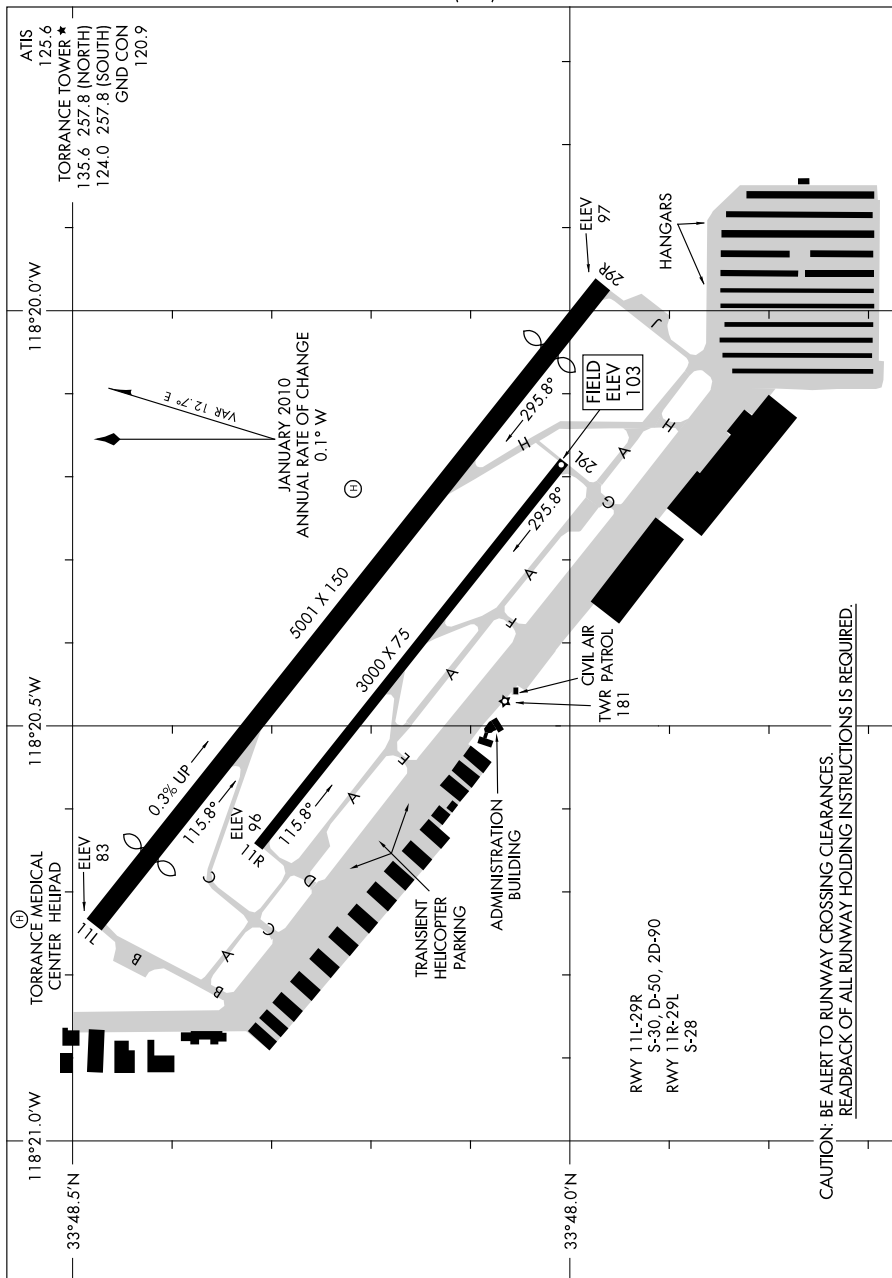
TONOPAH, NEVADA
TONOPAH (TPH)

10210

AIRPORT DIAGRAM

AL-5179 (FAA)

TORRANCE/ZAMPERINI FIELD (TOA)
TORRANCE, CALIFORNIA



AIRPORT DIAGRAM

10210

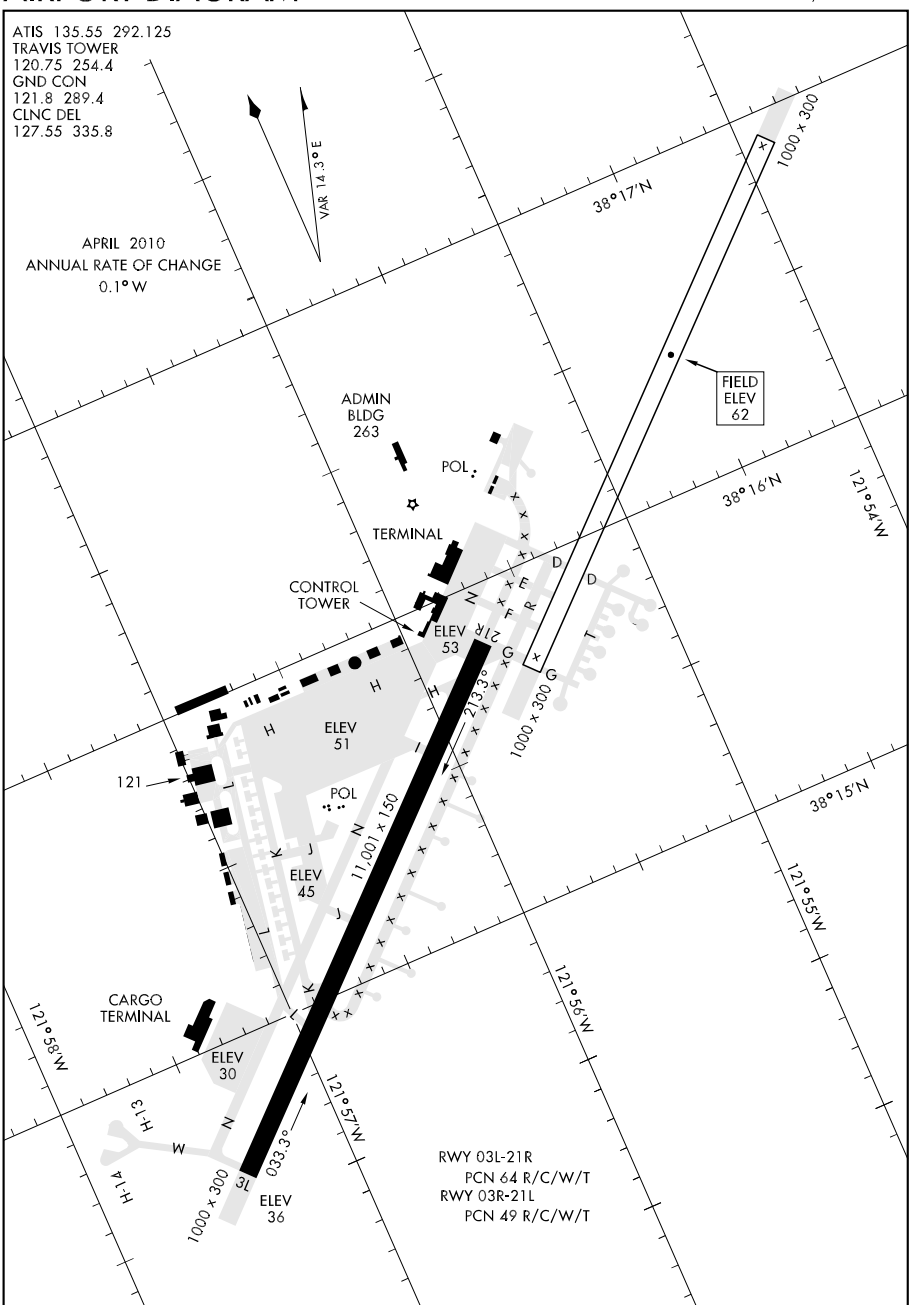
TORRANCE, CALIFORNIA
TORRANCE/ZAMPERINI FIELD (TOA)

AIRPORT DIAGRAM

[USAF] AFD-488

FAIRFIELD, CALIFORNIA

FAIRFIELD, CALIFORNIA



AIRPORT DIAGRAM

FAIRFIELD, CALIFORNIA

TRAVIS AFB (KSUU)

SW. 23 SEP 2010 to 18 NOV 2010

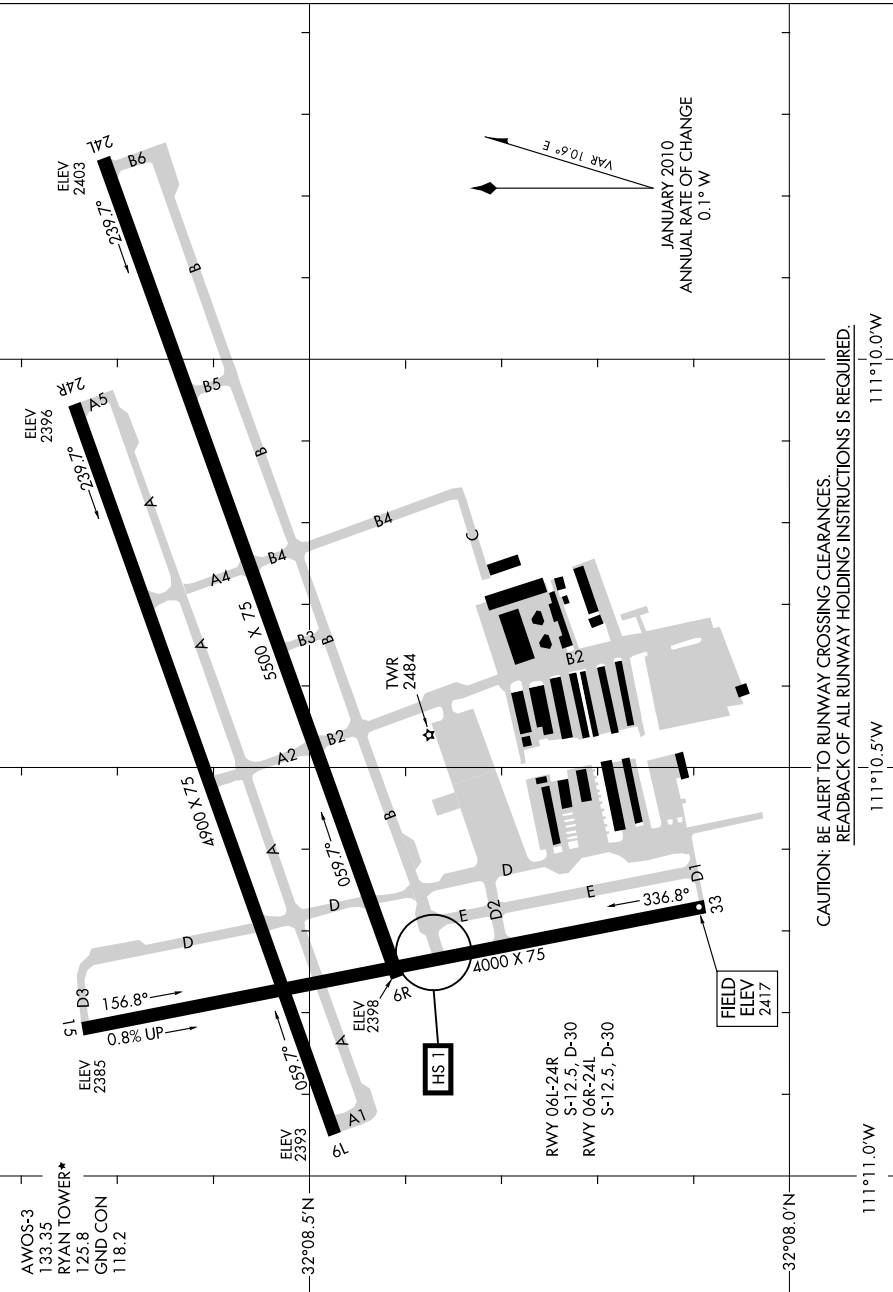
10266

AIRPORT DIAGRAM

AL-6513 (FAA)

TUCSON/RYAN FIELD (RYN)

TUCSON, ARIZONA



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
 READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

10266

TUCSON, ARIZONA
 TUCSON/RYAN FIELD (RYN)

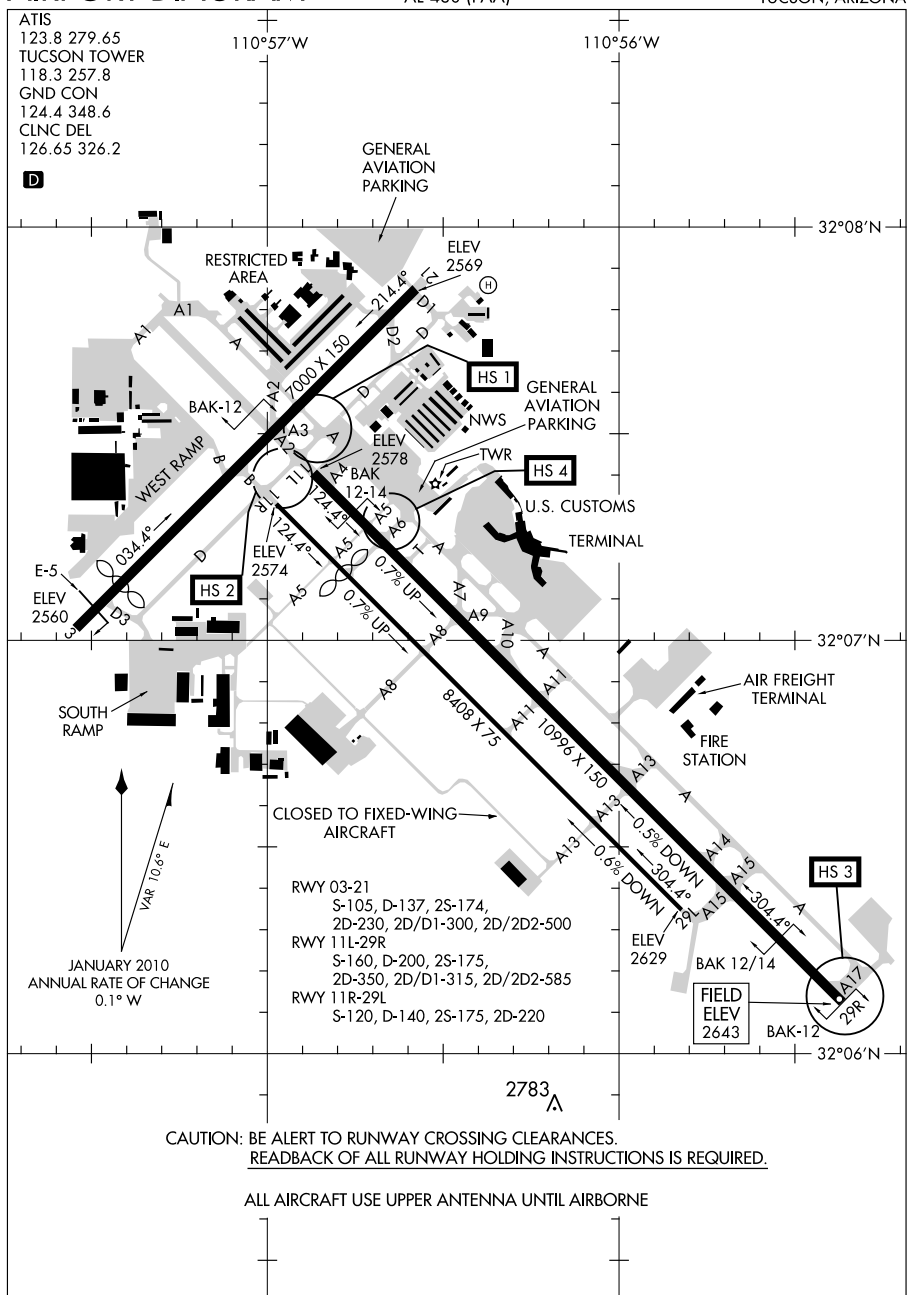
10266

AIRPORT DIAGRAM

AL-430 (FAA)

TUCSON INTL (TUS)

TUCSON, ARIZONA



AIRPORT DIAGRAM

10266

TUCSON, ARIZONA

TUCSON INTL (TUS)

SW. 23 SEP 2010 to 18 NOV 2010

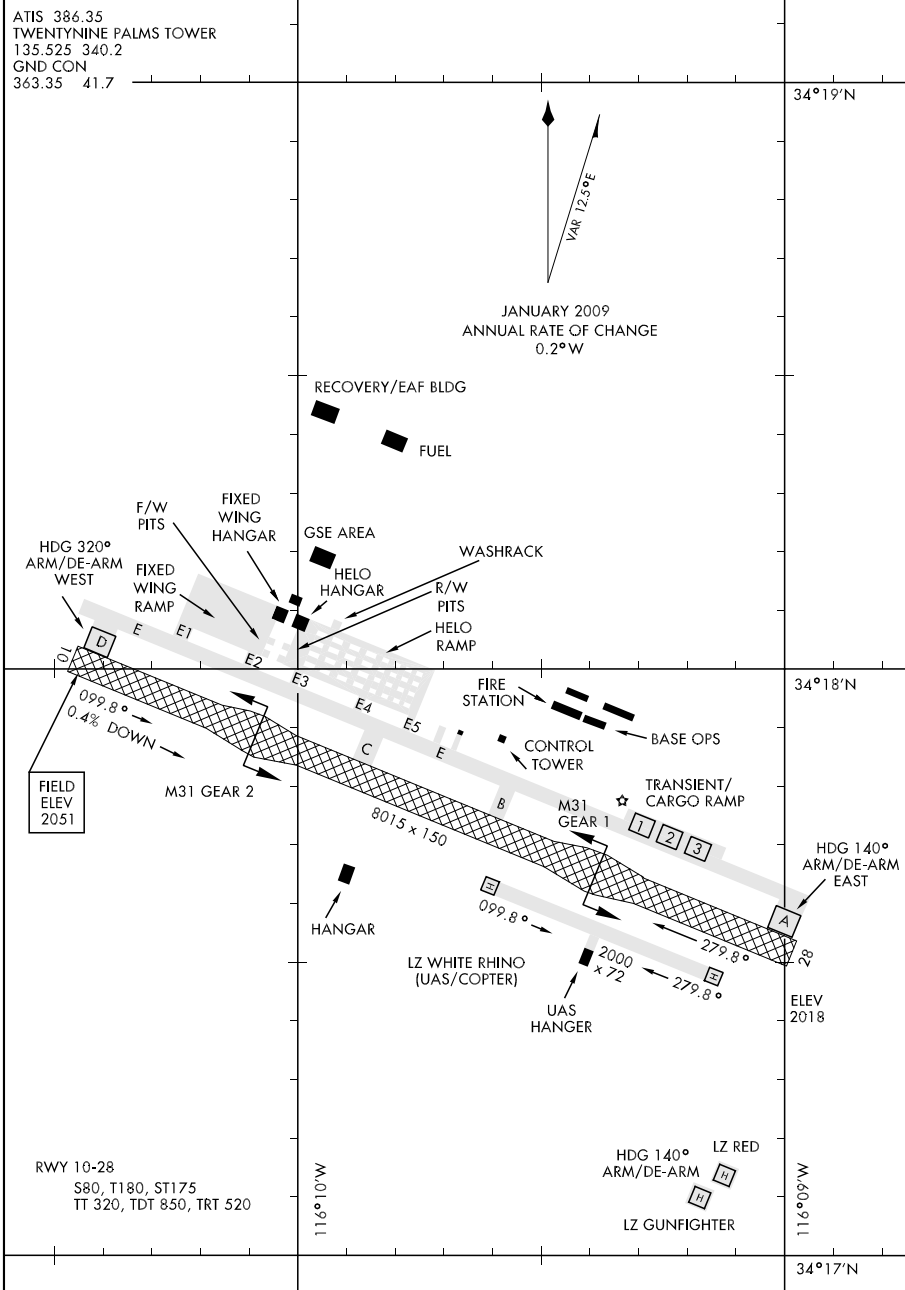
09015

AIRPORT DIAGRAM

AFD-3160 [USN]

TWENTYNINE PALMS SELF (KNXP)

TWENTYNINE PALMS, CALIFORNIA



AIRPORT DIAGRAM

TWENTYNINE PALMS, CALIFORNIA
TWENTYNINE PALMS SELF (KNXP)

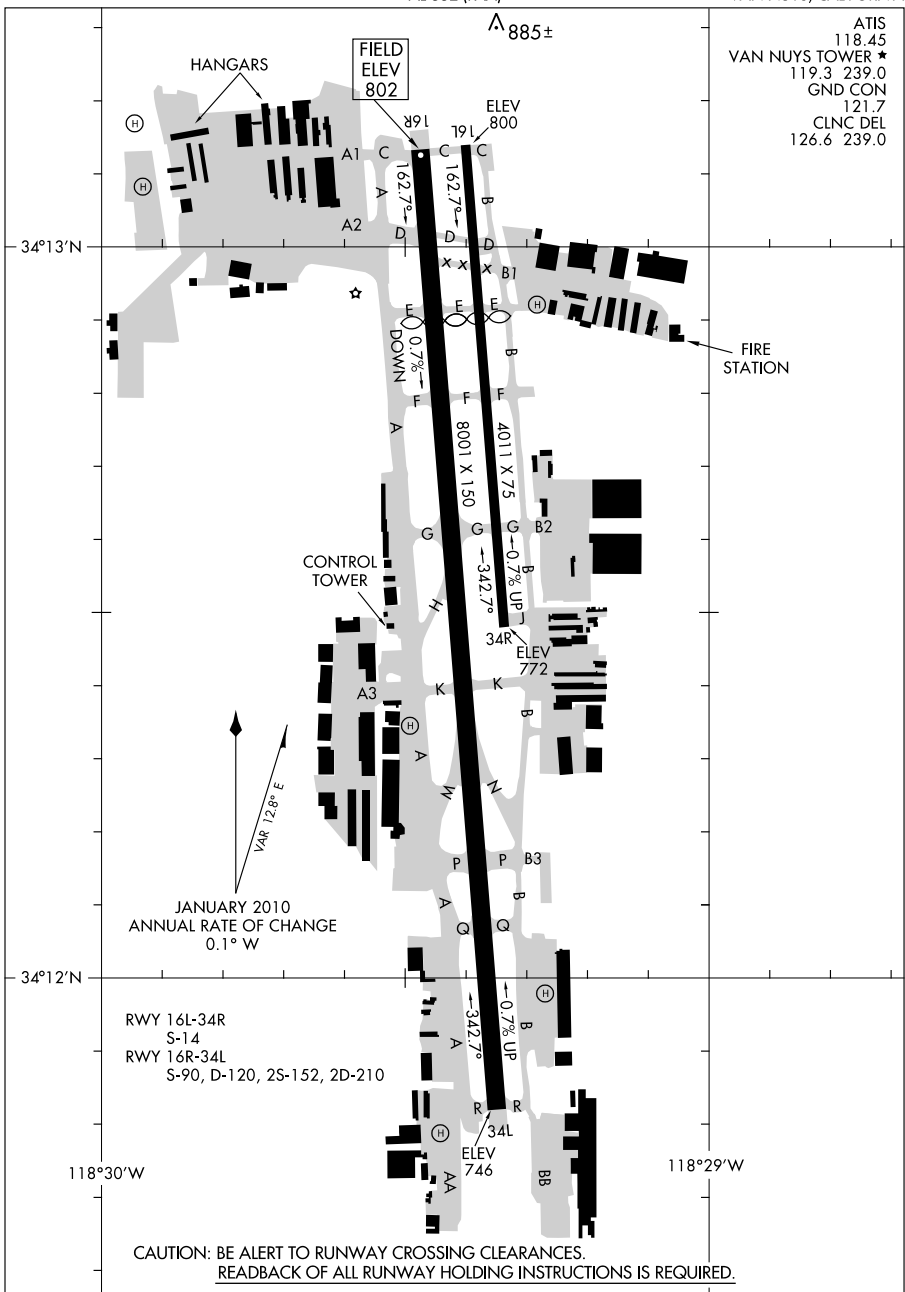
SW. 23 SEP 2010 to 18 NOV 2010

10210

AIRPORT DIAGRAM

AL-552 (FAA)

VAN NUYS (VNY)
VAN NUYS, CALIFORNIA



ATIS
118.45
VAN NUYS TOWER ★
119.3 239.0
GND CON
121.7
CLNC DEL
126.6 239.0

AIRPORT DIAGRAM

10210

VAN NUYS, CALIFORNIA
VAN NUYS (VNY)

SW. 23 SEP 2010 to 18 NOV 2010

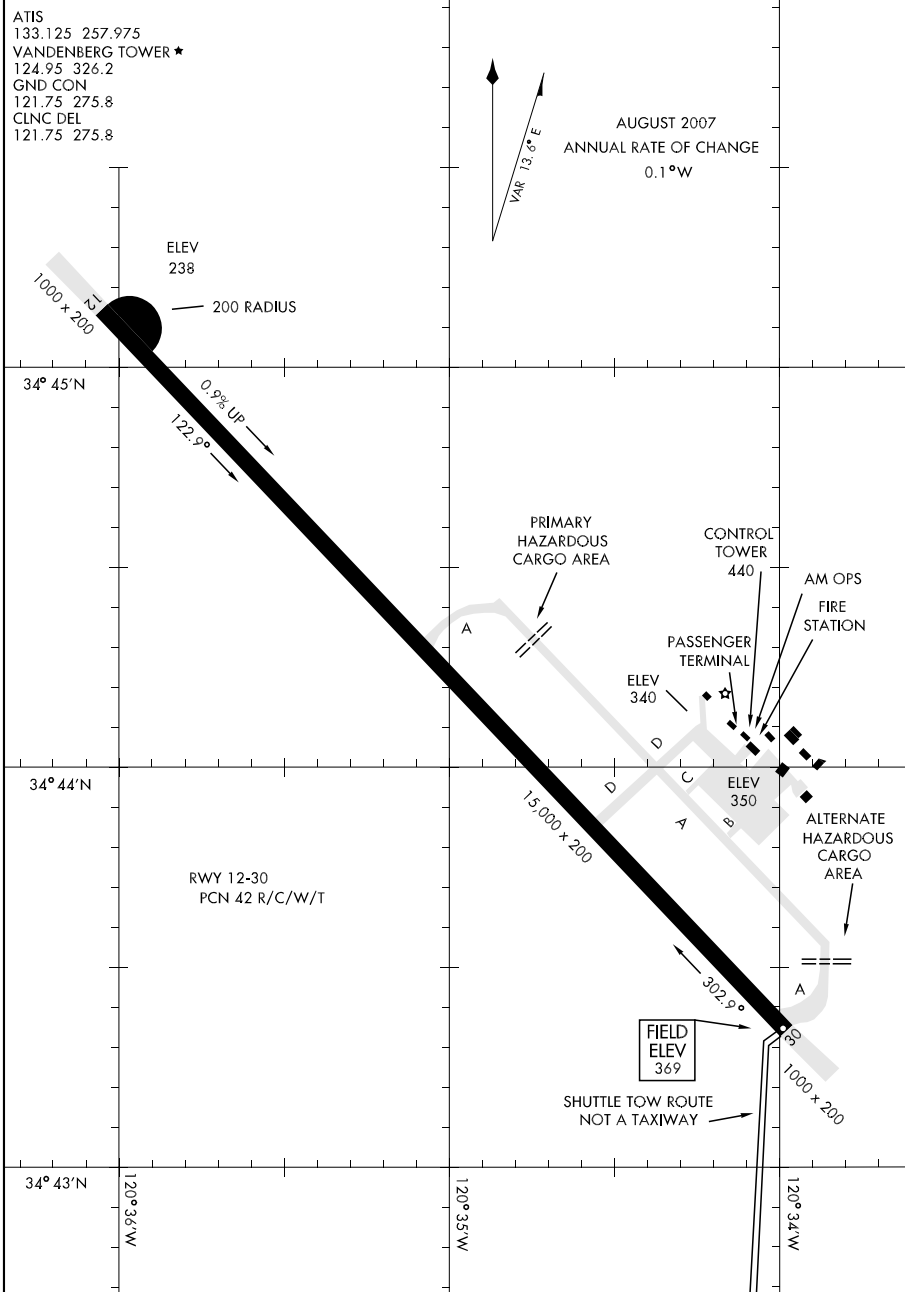
07242

AIRPORT DIAGRAM

AFD-770 [USAF]

VANDENBERG AFB (KVBG)

LOMPOC, CALIFORNIA



AIRPORT DIAGRAM

LOMPOC, CALIFORNIA

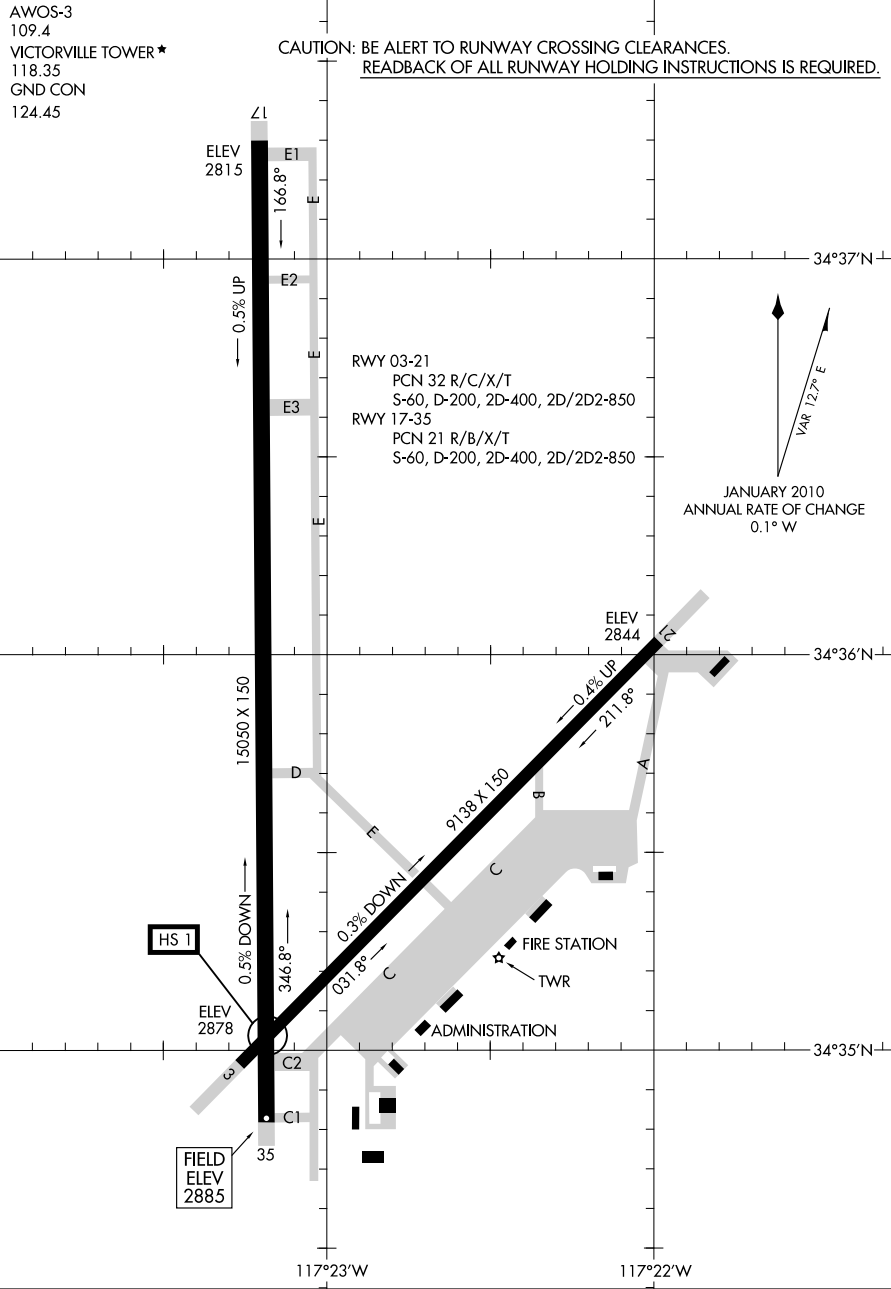
VANDENBERG AFB (KVBG)

SW. 23 SEP 2010 to 18 NOV 2010

10266

AIRPORT DIAGRAM

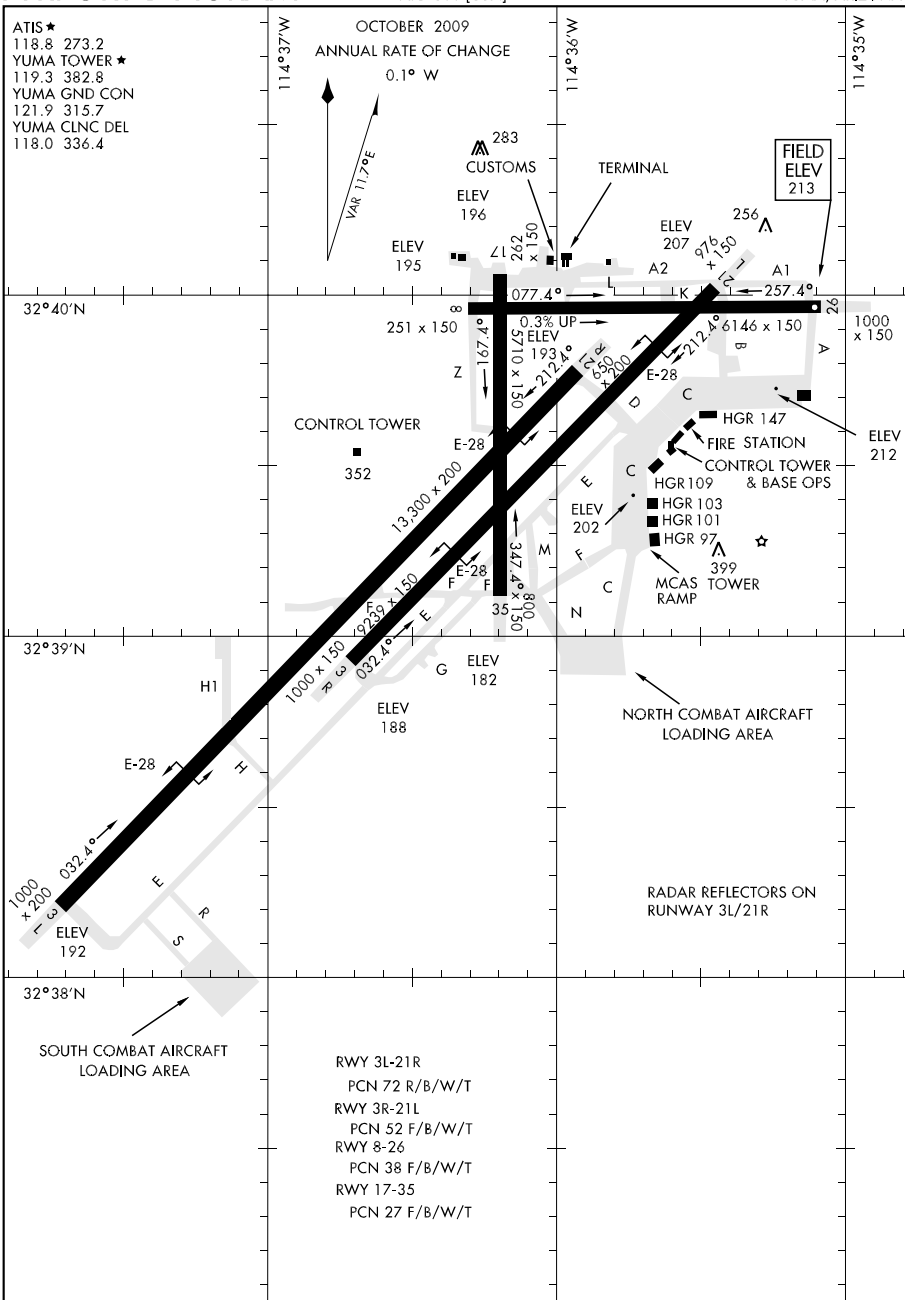
VICTORVILLE/SOUTHERN CALIFORNIA LOGISTICS (VCV)
AL-794 (FAA)
VICTORVILLE, CALIFORNIA



AIRPORT DIAGRAM

YUMA, ARIZONA

AFD-511 [USN]

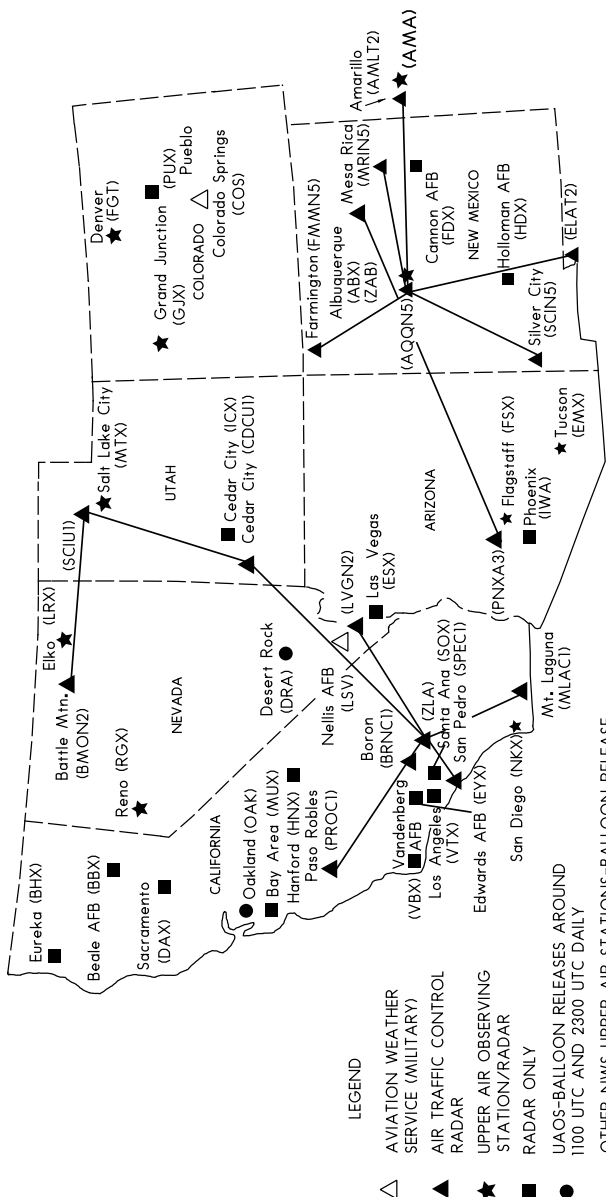


AIRPORT DIAGRAM

YUMA MCAS/YUMA INTL (KNYL)

SW. 23 SEP 2010 to 18 NOV 2010

NATIONAL WEATHER SERVICE (NWS)
UPPER AIR OBSERVING STATIONS (UAOS)
AND
WEATHER RADAR NETWORK



NOTE: FOR RELEASE LATER THAN 1130 UTC AND 2330 UTC, AND FOR SPECIAL RELEASES AT OTHER THAN THE SCHEDULED HOURS, AN AERONAUTICAL INFORMATION MESSAGE WILL BE FILED.

See Aeronautical Information Manual (AIM) for available services

